

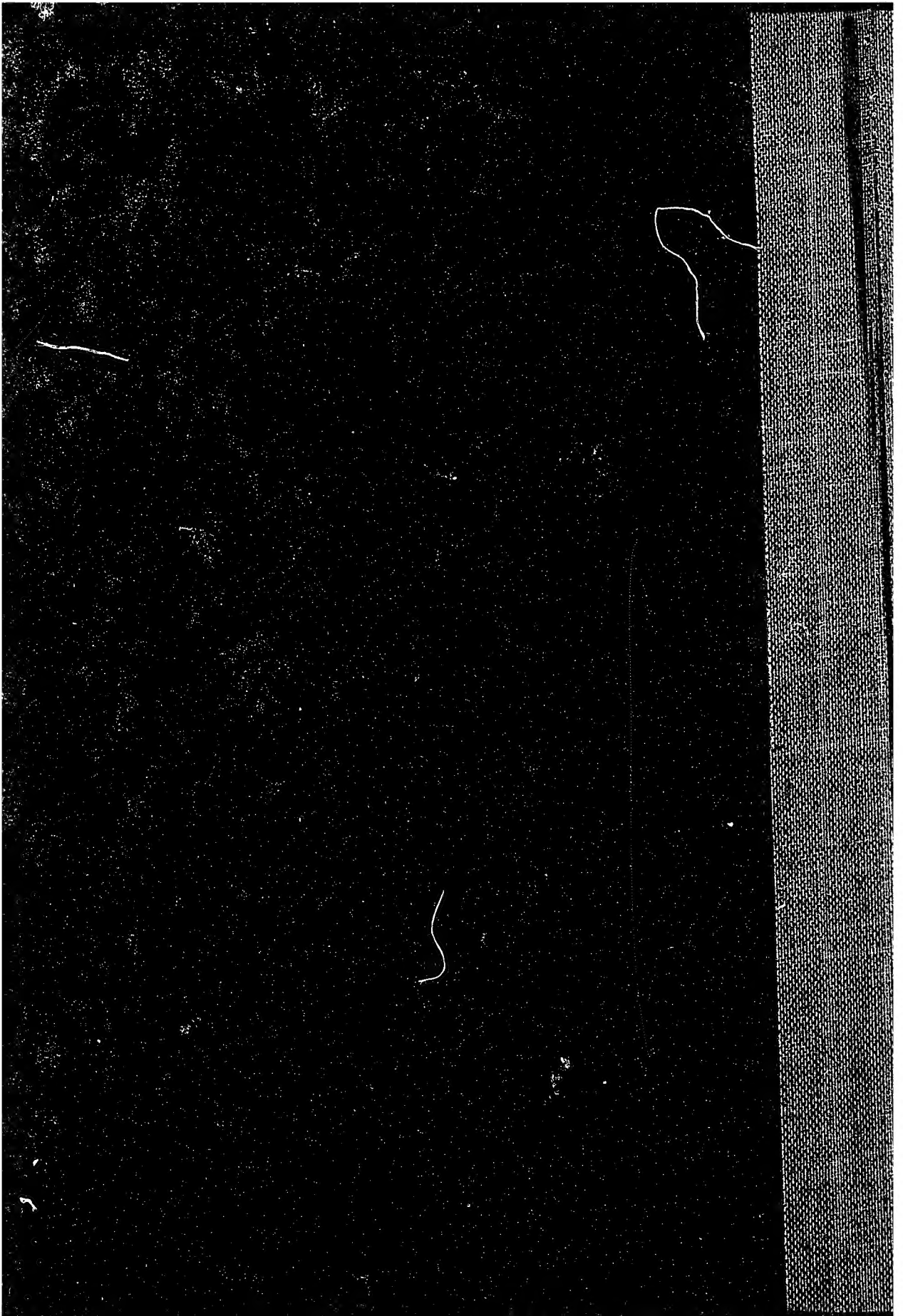
MANITOBA'S DIAMOND JUBILEE.

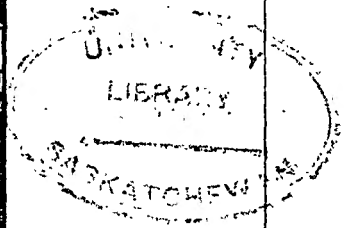
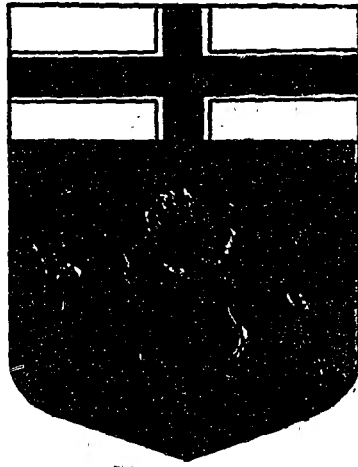
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# MANITOBA'S DIAMOND JUBILEE

JULY FIFTEENTH  
NINETEEN HUNDRED AND THIRTY

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*Published for the Provincial Diamond Jubilee Committee  
by the Government of Manitoba*

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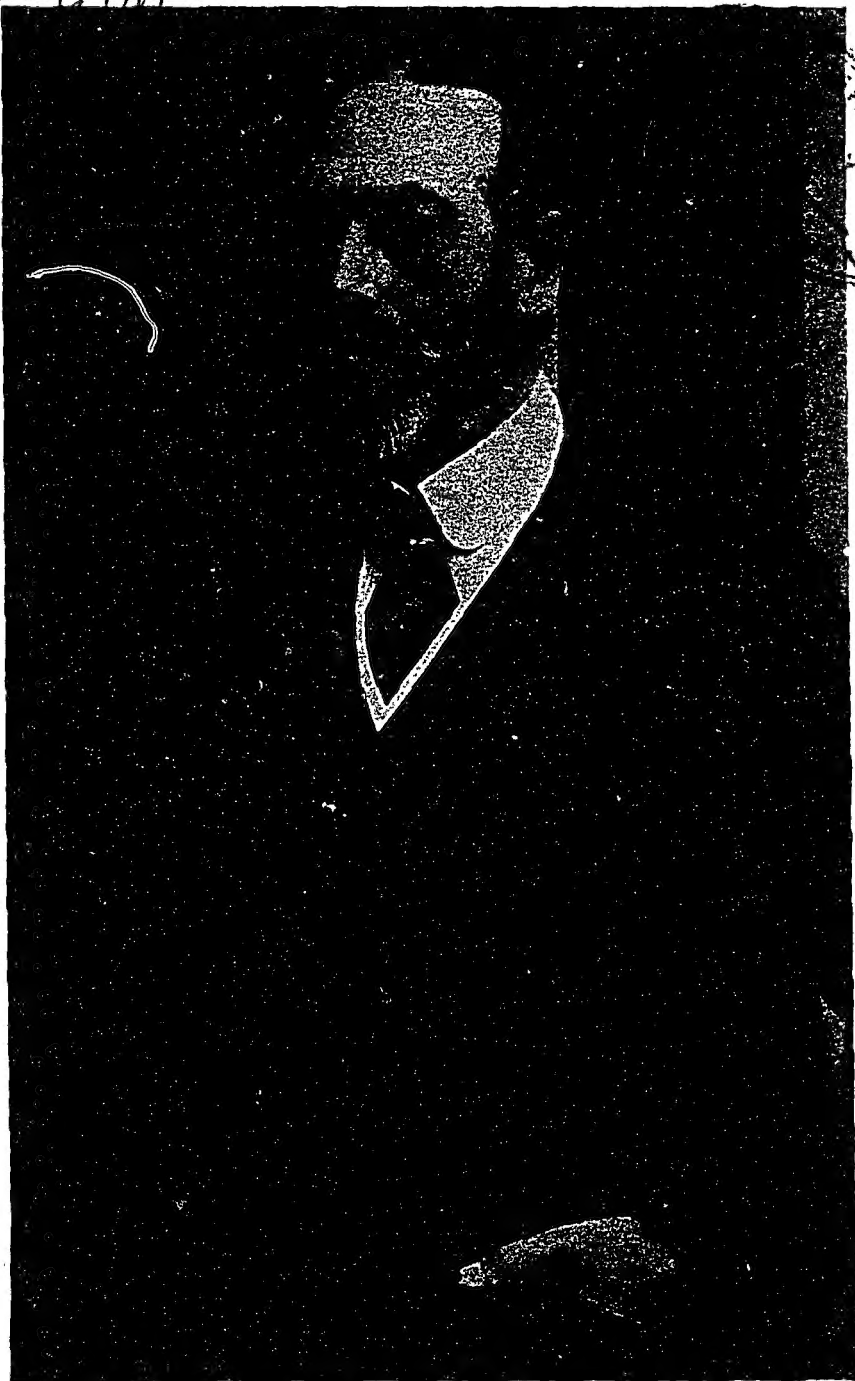
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Manitoba. Provincial jubilee

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**HIS MOST EXCELLENT MAJESTY, GEORGE THE FIFTH**

*By the Grace of God, of Great Britain, Ireland and the British  
Dominions beyond the Seas, King, Defender of the Faith,  
Emperor of India.*

*The coat of arms of Manitoba was assigned by a Dominion Order-in-Council dated August 2nd, 1870, on the establishment of the Province. On December 10th, 1903, a Provincial Order-in-Council was signed by Sir Daniel Hunter McMillan, K.C.M.G., Lieutenant-Governor, that application be made for a Royal Warrant, which was granted, as follows:*

SEAL

Edward R & I

EDWARD the Seventh by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, To Our Right Trusty and Right Entirely beloved Cousin and Councillor Henry Duke of Norfolk Earl Marshal and Our Hereditary Marshal of England, Knight of Our Most Noble Order of the Garter, Knight Grand Cross of our Royal Victorian Order, Greeting;

WHEREAS by virtue of and under the authority of an Act of Parliament passed in the Twenty ninth year of the Reign of Her late Majesty Queen Victoria entitled The British North America Act 1867, it was (amongst other things) enacted that it should be lawful for The Queen by and with the advice of Her Majesty's Most Honourable Privy Council on an Address from the Houses of Parliament of Canada to admit Rupert's Land and the North Western Territory or either of them into the Union of Canada: And Whereas The Queen did by Her Royal Proclamation bearing date the twenty third day of June 1870 declare, ordain and command that from and after the fifteenth day of July 1870 the said North Western Territory and the said Rupert's Land should be admitted into and become part of the Dominion of Canada: And Whereas by virtue of and under the authority of an Act of Parliament passed in the Thirty Fourth year of the Reign of Her late Majesty Queen Victoria entitled "The British North America Act 1871," it was (amongst other things) enacted that certain Acts passed by the Parliament of Canada and entitled respectively "An Act for the temporary government of Rupert's Land and the North Western Territory when united with Canada" and "An Act to amend and continue the Act 32 and 33 Victoria, and to establish and provide for the government of The Province of Manitoba," shall be and be deemed to be valid and effectual for all purposes whatsoever from the date at which they respectively received the Assent in The Queen's name, of the Governor General of the said Dominion of Canada.

And forasmuch as it is Our Royal Will and Pleasure that for the greater honour and distinction of the said Province of Manitoba certain Armorial Ensigns should be assigned thereto.

KNOW YE therefore that We of Our Princely Grace and Special Favour have granted and assigned and do by these Presents grant and assign for The Province of Manitoba the Armorial Ensigns following that is to say "Vert on a Rock a Buffalo statant proper, on a Chief Argent the Cross of St. George," as the same are in the Painting hereunto annexed more plainly depicted to be borne for the said Province on Seals, Shields, Banners, Flags or otherwise according to the Laws of Arms.

Our Will and Pleasure therefore is that you Henry Duke of Norfolk to whom the cognizance of matters of this nature doth properly belong do require and command that this Our Concession and Declaration be recorded in Our College of Arms in order that Our Officers of Arms and all other Public Functionaries whom it may concern may take full notice and have knowledge thereof in their several and respective departments.

And for so doing this shall be your Warrant:

GIVEN at Our Court of St. James's this Tenth day of May 1905, in the Fifth year of Our Reign.

By His Majesty's Command

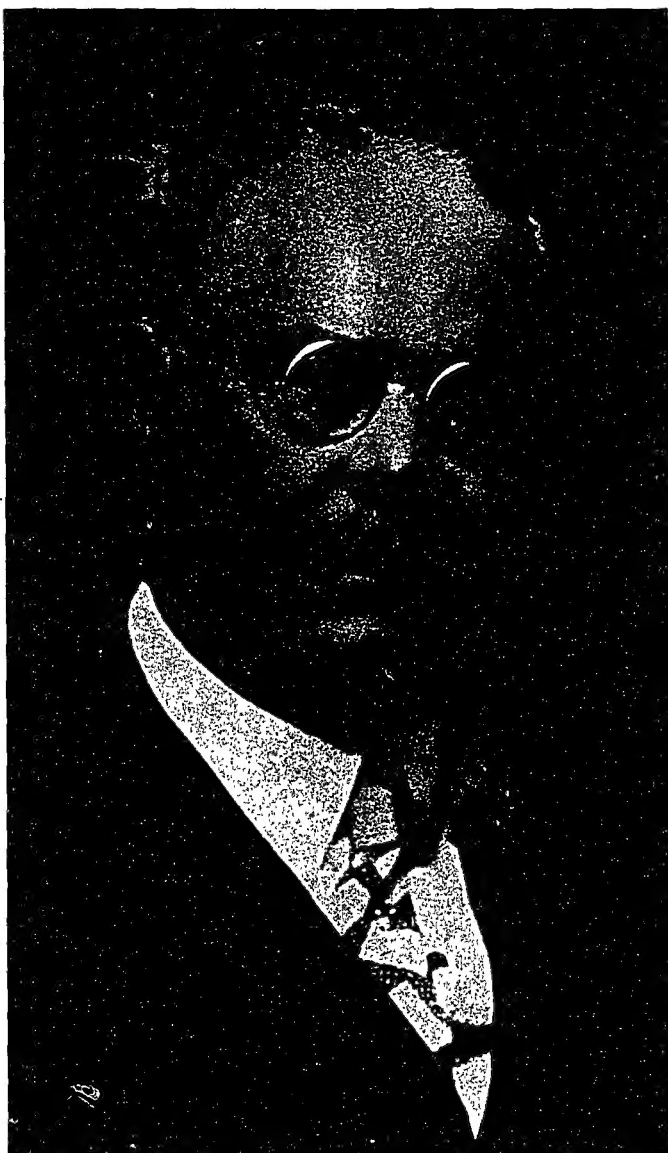
(Signed) *Alfred Lyttelton*

I hereby certify that the foregoing Copy of the Royal Warrant Assigning Armorial Ensigns to the Province of Manitoba is faithfully extracted from the Records of the College of Arms, London. As witness my hand at the said College this twenty second day of June 1905.

*A. S. Scott-Gatty*

Garter

*The design on the cover of this book is a reproduction of the water-color design done in the College of Arms, in London, and mentioned in the foregoing Royal Warrant as "the painting hereunto annexed." The Great Seal of the Province is, as described in the Order-in-Council of December 10th, 1903, noted above, "a seal, colored gold, two and three-quarters inches in diameter, bearing the impression of the said coat of arms encircled by the words 'The Great Seal of the Province of Manitoba'."*



THE HONORABLE JAMES DUNCAN McGREGOR  
*Lieutenant-Governor of Manitoba*

GOVERNMENT HOUSE  
WINNIPEG

Sixty years ago the beginning of the development of Western Canada which followed upon the establishment of Manitoba as the fifth Province of the Dominion meant the opening of a new era in Canadian history.

The work of uniting and making into a nation the scattered communities having little in common except allegiance to the British Crown was done, under Divine Providence, with wise foresight.

In looking back to the work of the Fathers of Confederation, we must not forget that we, too, are making history.

The celebration of the sixtieth anniversary of the beginning of Manitoba's history as a Province should inspire us with a new realization of our responsibilities and duties as Manitobans and Canadians, proud of our Province and of our great and growing nation.

*Asduncygor*





OFFICE OF THE PREMIER  
WINNIPEG

The spirit animating the sixtieth birthday of the Province is the spirit of true Canadianism, and will we trust continue to make the history of Manitoba a history of achievement by Canadian energy and Canadian resourcefulness.

In its position of central importance in the Dominion, Manitoba will continue, with increased activity, to help in the work of building up and strengthening the fabric of a solidly united Canada based on the welding together of East and West.

As the home of many people of different racial ancestry from many different countries Manitoba will continue, by toleration and good will, to encourage each to have an equal place and equal pride in Canada - our native and their adopted land.

In facing the future, we are not unmindful of the past. It is right that the men and women who laid the economic foundations of the Province, and so served the state not less well in their own ways than the few called to posts of public responsibility, - it is well that they should be held in grateful remembrance on the day of Manitoba's Diamond Jubilee.

The Province, now being in possession of its heritage of natural resources, should go forward to achievements greater even than those which have marked its past.

*John Bracken*

# THE BRACKEN MINISTRY



THE HONORABLE JOHN BRACKEN

*Premier, Provincial Treasurer, President of the  
Executive Council.*

M.L.A. for The Pas.



THE HONORABLE  
WILLIAM REID CLUBB  
*Minister of Public Works.*  
M.L.A. for Morris.



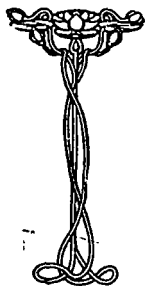
THE HONORABLE  
DUNCAN LLOYD MCLEOD  
*Municipal Commissioner,  
Provincial Secretary.*  
M.L.A. for Arthur.



THE HONORABLE  
ALBERT PREFONTAINE  
*Minister of Agriculture and  
Immigration, Railway  
Commissioner.*  
M.L.A. for Carillon.



THE HONORABLE  
ROBERT ALEXANDER HOEY  
*Minister of Education.*  
M.L.A. for St. Clements.



THE HONORABLE  
WILLIAM JAMES MAJOR  
*Attorney-General, Minister of  
Telephones and Telegraphs.*  
M.L.A. for Winnipeg.



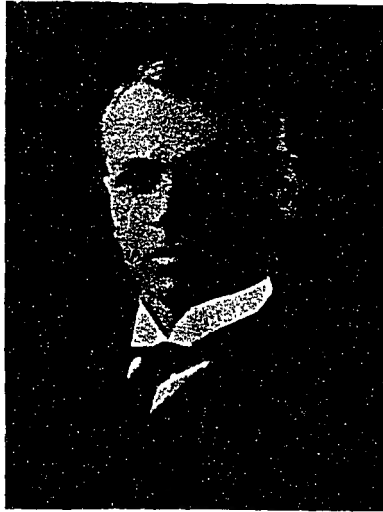
THE HONORABLE  
DONALD GORDON MCKENZIE  
*Minister of Mines and Natural  
Resources.*  
M.L.A. for Lansdowne.



THE HONORABLE  
EDWARD WILLIAM MONTGOMERY  
*Minister of Health and Public  
Welfare.*  
M.L.A. for Winnipeg.

# THE EIGHTEENTH LEGISLATIVE ASSEMBLY

Elected June 28th, 1927



THE HONORABLE  
P. ADJUTOR TALBOT  
*Speaker.*



J. H. COTTER  
*Assiniboia.*



A. J. M. POOLE  
*Beautiful Plains.*



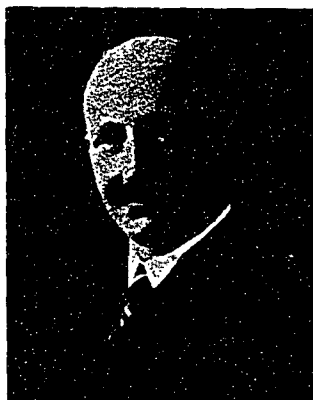
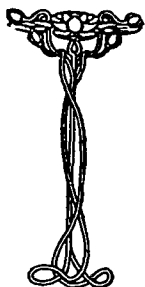
J. W. PRATT  
*Birtle.*



*The constituency represented by the Honorable the Speaker is  
La Vérandrye.*



**J. H. EDMISON, M.D.**  
*Brandon City.*



**W. H. SPINKS**  
*Cypress.*



**R. G. FERGUSON**  
*Dauphin.*



**H. MACKENZIE**  
*Deloraine.*



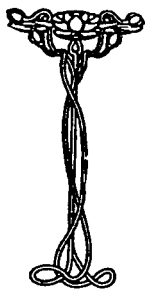
**J. A. MUNN**  
*Dufferin.*



**R. F. CURRAN**  
*Emerson.*



**N. A. HRYHORCZUK**  
*Ethelbert.*



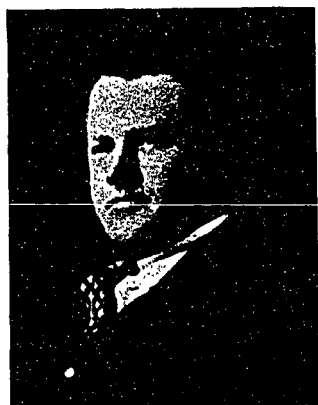
**S. S. GARSON**  
*Fairford.*



**N. V. BACHYNSKY**  
*Fisher.*



**A. R. BERRY**  
*Gilbert Plains.*



**I. INGALDSON**  
*Gimli.*



**W. MORTON**  
*Gladstone.*



**J. W. BREAKY**  
*Glenwood.*



**T. WOLSTENHOLME**  
*Hamiota.*



**A. R. BOIVIN**  
*Iberville.*



**J. MCLENAGHEN**  
*Kildonan and St. Andrews.*



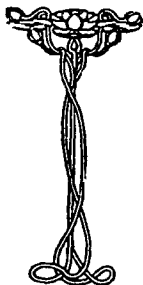
**J. B. LAUGHLIN**  
*Killarney.*



**D. L. CAMPBELL**  
*Lakeside.*



**J. P. LUSIGNAN**  
*Manitou.*



**E. J. RUTLEDGE, M.D.**  
*Minnedosa.*



**H. MCGAVIN, M.D.**  
*Morden and Rhineland.*



**IVAN SCHULTZ**  
*Mountain.*

*Mr. Schultz was elected in the by-election (January 29th, 1930) in Mountain made necessary by the death of Dr. I. M. Cleghorn, the former representative of that constituency.*



**J. MUIRHEAD**  
*Norfolk.*

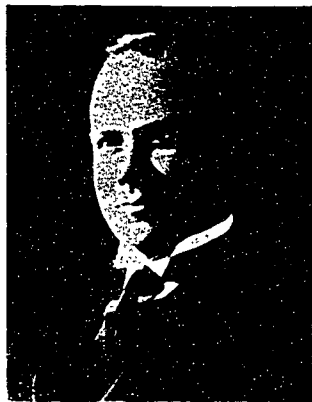


**F. G. TAYLOR, K.C.**  
*Portage la Prairie.*





**F. Y. NEWTON**  
*Roblin.*



**W. C. MCKINNELL**  
*Rockwood.*



**H. G. BERESFORD**  
*Rupert's Land.*



**I. B. GRIFFITHS**  
*Russell.*



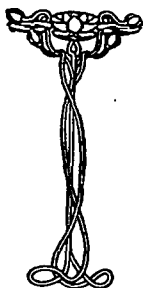
**J. BERNIER**  
*St. Boniface.*



**SKULI SIGFUSSON**  
*St. George.*



**D. MCCARTHY**  
*Ste. Rose.*



**M. MACKAY, M.D.**  
*Springfield.*



**A. MCCLEARY**  
*Swan River.*



**A. R. WELCH**  
*Turtle Mountain.*

*Mr. Welch was elected in the by-election (June 22nd, 1929) in Turtle Mountain made necessary by the death (February 24th, 1929) of Mr. R. G. Willis, the former representative of that constituency.*



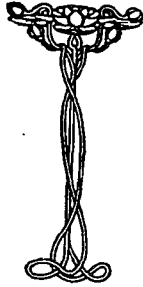
**R. H. MOONEY**  
*Virden.*



**W. SANFORD EVANS**  
*Winnipeg.*



**S. J. FARMER**  
Winnipeg.



**J. T. HAIG**  
Winnipeg.



**W. IVENS**  
Winnipeg.



**J. QUEEN**  
Winnipeg.

*In the representation of the City of Winnipeg (whose ten members are elected by voting conducted on the Proportional Representation principle) there is one vacancy, caused by the resignation (January 10th 1930) of H. A. Robson, K.C., on his appointment to the bench of the Court of Appeal for Manitoba. The Election Act provides (Statutes of Manitoba, 1920, Chap. 33, Sec. 15) that until there are two or more vacancies in the representation of Winnipeg there shall not be a by-election in that constituency.*



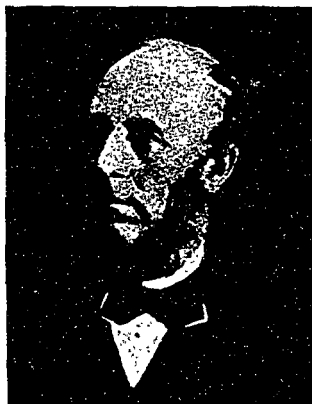
**MRS. EDITH ROGERS**  
Winnipeg.



**M. V. TOBIAS**  
Winnipeg.

# FORMER LIEUTENANT-GOVERNORS

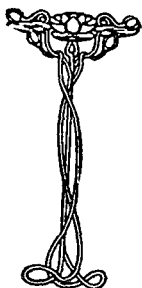
*With dates on which they took the oath of office.*



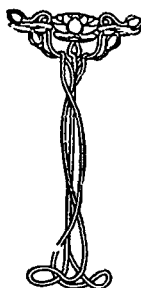
THE HONORABLE  
ADAMS GEORGE ARCHIBALD, P.C.  
*May 20th, 1870.*



THE HONORABLE  
ALEXANDER MORRIS, P.C.  
*December 2nd, 1872.*



THE HONORABLE  
JOSEPH EDOUARD CAUCHON, P.C.  
*November 7th, 1876.*



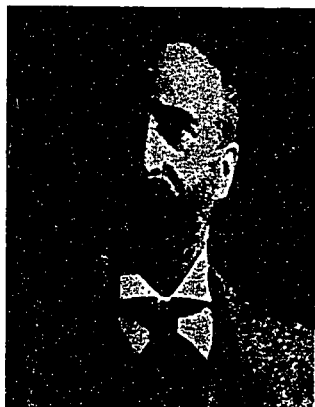
THE HONORABLE  
JAMES COX ATKINS, P.C.  
*September 22nd, 1882.*



SIR JOHN CHRISTIAN SCHULTZ,  
K.C.M.G.  
*July 1st, 1888.*

# FORMER LIEUTENANT-GOVERNORS

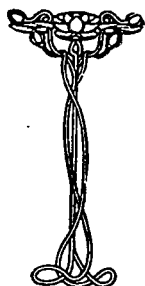
*With the dates on which they took the oath of office.*



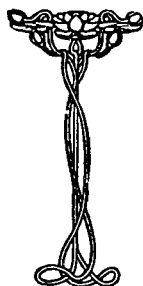
THE HONORABLE  
JAMES COLEBROOKE PATTERSON, P.C.  
*September 2nd, 1895.*



SIR DANIEL HUNTER MCMILLAN,  
K.C.M.G.  
*October 15th, 1900.*



SIR DOUGLAS CAMERON, K.C.M.G.  
*August 1st, 1911.*



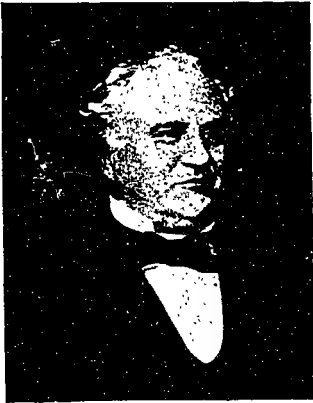
SIR JAMES ALBERT MANNING AIKINS,  
K.B.  
*August 3rd, 1916.*



THE HONORABLE  
THEODORE ARTHUR BURROWS  
*October 25th, 1926.*

## FORMER PREMIERS

*With the dates on which they took the oath of office.*



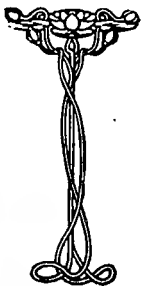
THE HONORABLE  
MARC AIMABLE GIRARD  
December 14th, 1871.

*No portrait of the first Premier, the Honorable Alfred Boyd (September 16th, 1870, to December 14th, 1871) is known to exist.*

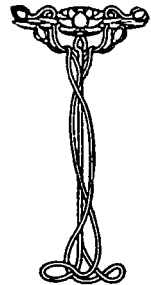
*The Honorable Mr. Girard was Premier for a second time, from July 8th, to December 2nd, 1874.*



THE HONORABLE  
HENRY JAMES CLARKE  
March 14th, 1872.



THE HONORABLE  
ROBERT ATKINSON DAVIS  
December 3rd, 1874.



THE HONORABLE JOHN NORQUAY  
October 16th, 1878.



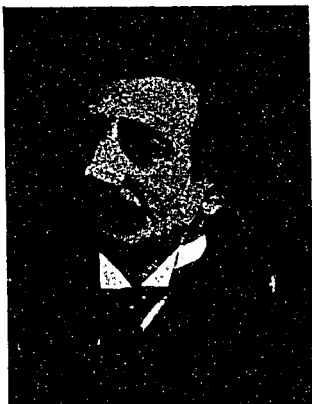
THE HONORABLE  
DAVID HOWARD HARRISON, M.D.  
December 26th, 1887.

## FORMER PREMIERS

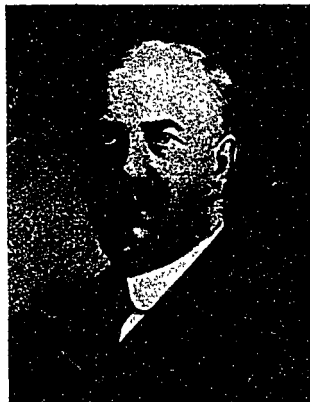
*With the dates on which they took the oath of office.*



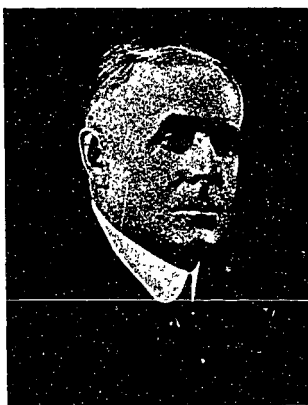
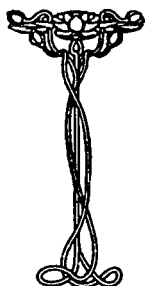
THE HONORABLE THOMAS GREENWAY  
*January 19th, 1888.*



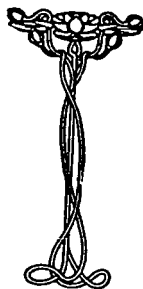
THE HONORABLE  
HUGH JOHN MACDONALD  
*January 8th, 1900.*



THE HONORABLE  
SIR RODMOND PALEN ROBLIN, K.C.M.G.  
*October 29th, 1900.*

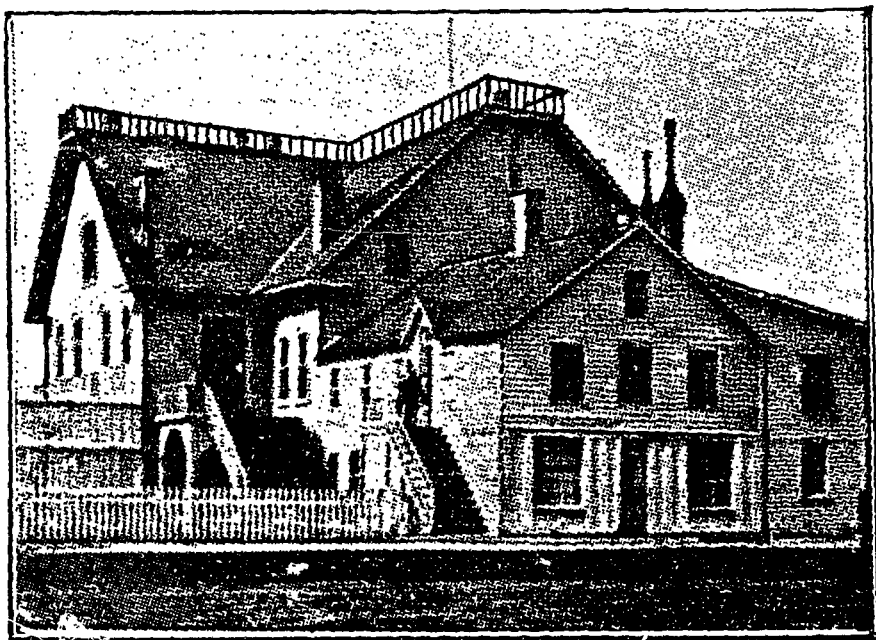


THE HONORABLE  
TOBIAS CRAWFORD NORRIS  
*May 12th, 1915.*





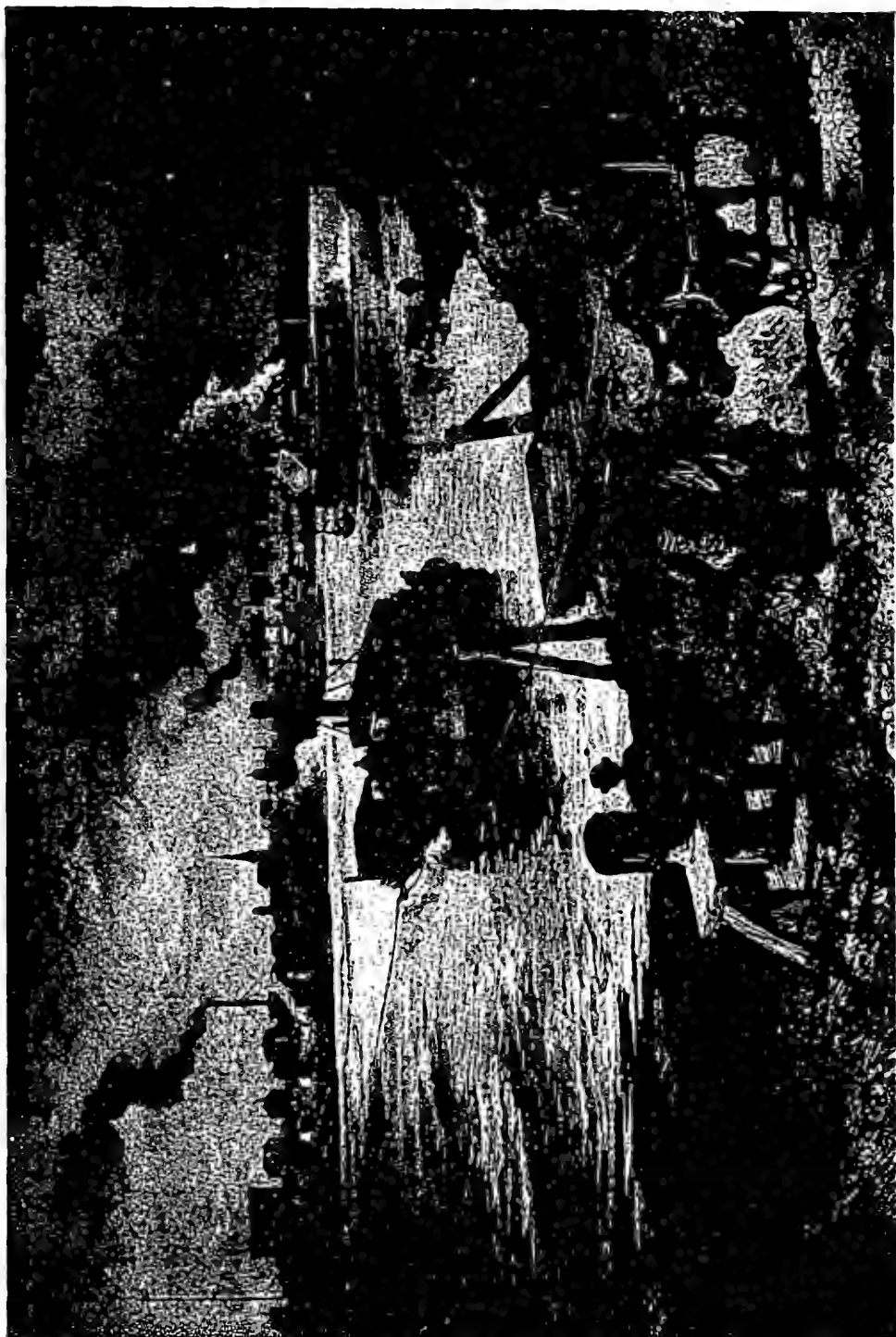
*Where the First Legislature met March 15th, 1871.  
Destroyed by fire December 3rd, 1873.*



*Court House on Main Street, Winnipeg, in which the Legislature held its  
sessions from 1874 to 1882.*

*The Gaol and the Civic Offices were in this building.*





**THE STEAM FERRY FROM ST. BONIFACE TO WINNIPEG IN 1880**

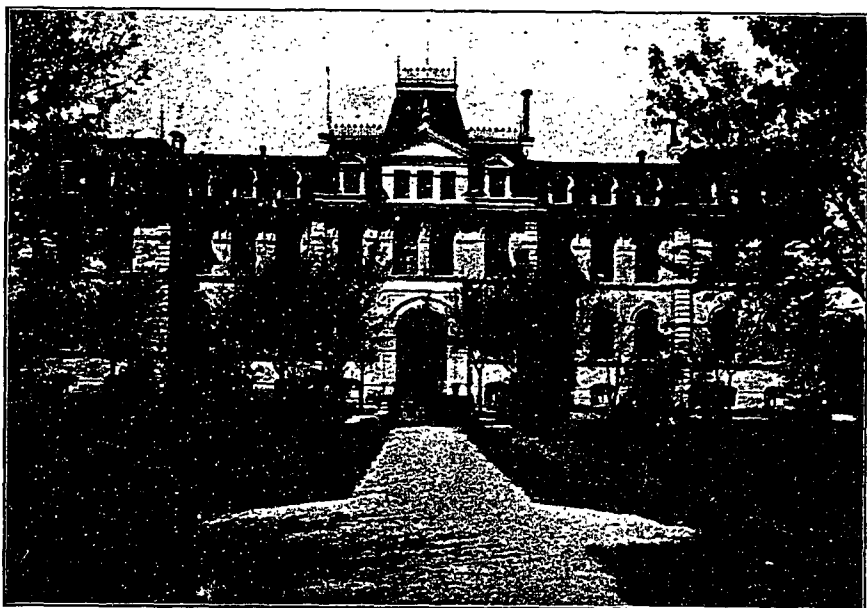
*The first railway connection between the outside world and Manitoba was made in 1879 by the completion of the line from the international boundary to St. Boniface. Travellers completed their journey to Winnipeg by crossing the Red river by the steam ferry.*

*Note the sawmills along the Winnipeg riverside.*



**"THE VOLUNTEERS' RETURN"**

*Reproduction, reduced in size, of a lithograph published in 1885, on the homecoming of the men who had been on service at the front in "the North-West Rebellion" of that year.*



*The Legislative Building in which the Legislature held its sessions and in which the Government Departments were located from 1882 until 1920*



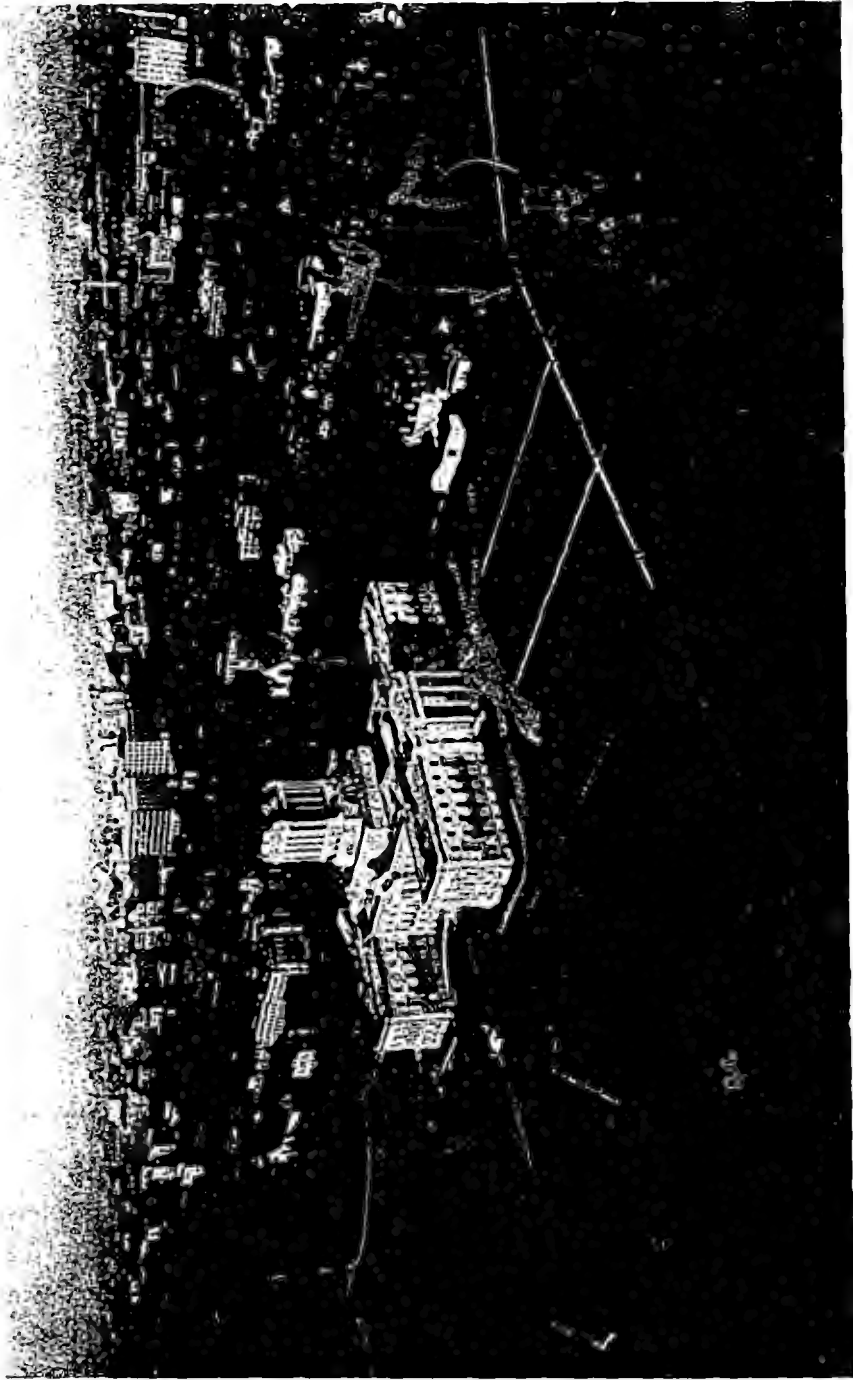
#### THE FLORAL EMBLEM OF MANITOBA

*From the painting by Miss Mary Kennedy, in the Provincial Library.*

*"The flower known botanically as the anemone patens and popularly called the crocus, shall be adopted as and deemed to be the floral emblem of the Province."*

*—Statutes of Manitoba, 1906, Chap. 29, Sec 15.*

That Statute was passed by the Legislature after the votes of a majority of the school children of the Province had been given for the crocus as the floral emblem of Manitoba. The prairie lily came second in the voting, and the wild rose third.



A ROYAL CANADIAN AIR FORCE PHOTOGRAPH OF THE PRESENT LEGISLATIVE BUILDING, IN WHICH THE  
LEGISLATURE MET FOR THE FIRST TIME JANUARY 22nd, 1920

# Manitoba's Diamond Jubilee

## PROVINCIAL COMMITTEE

### HONORARY PRESIDENT

HIS HONOR, THE HONORABLE JAMES DUNCAN MCGREGOR, LIEUTENANT-GOVERNOR.

### HONORARY VICE-PRESIDENTS

SIR DANIEL HUNTER MCMILLAN, K.C.M.G., LIEUTENANT-GOVERNOR 1900-1906.

SIR RODMOND PALEN ROBLIN, K.C.M.G., PREMIER 1900-1915.

MR. TOBIAS CRAWFORD NORRIS, PREMIER 1915-1922.

MR. COLIN INKSTER, SHERIFF OF WINNIPEG, 1876-1928.

DR. CHARLES NAPIER BELL, F.R.G.S.

### PRESIDENT

THE HONORABLE JOHN BRACKEN, PREMIER OF MANITOBA.

### THE MEMBERS OF THE LEGISLATIVE ASSEMBLY.

Most Rev. S. P. Matheson, D.D., LL.D., D.C.L., Archbishop of Rupert's Land and Primate of All Canada.

Most Rev. Arthur Béliveau, D.D., Archbishop of St. Boniface.

Most Rev. Alfred A. Sinnott, D.D., Archbishop of Winnipeg.

Rev. J. W. Aikens, D.D., Manitoba Conference of the United Church of Canada.

Rev. Herman Olsen, B.D., President of the Baptist Convention of Manitoba.

Rev. J. O. Ralston, D.D., Manitoba Synod, Presbyterian Church in Canada.

Rev. B. B. Jonsson, D.D., Pastor, First Lutheran Church, Winnipeg.

Rabbi Solomon Frank, B.Sc., LL.B.

Right Rev. Basil Ladyka, D.D., Ruthenian Bishop for Canada.

Rev. Henry Friesen, Mennonite representative.

Robert Hoggard, Commissioner, Salvation Army.

The Hon. James Emile Pierre Prendergast, Chief Justice of Manitoba.

The Hon. Daniel Alexander Macdonald, Chief Justice, Court of King's Bench.

THE MAYORS OF THE CITIES AND TOWNS AND THE REEVES OF THE RURAL MUNICIPALITIES  
(See page 27)

Brigadier-General T. V. Anderson, D.S.O., Officer Commanding Military District No. 10.

Lieut-Col. Ralph H. Webb, D.S.O., M.C., President, Manitoba Command, Canadian Legion of the British Empire Service League.

Mrs. Edith Rogers, M.L.A., President, Ladies' Auxiliary, Manitoba Command, Canadian Legion of the British Empire Service League.

Mr. T. R. Deacon, President, Soldiers' Relatives Memorial Association.

Mr. C. J. Sharp, President, Manitoba Command, Army and Navy Veterans in Canada.

Mrs. E. Wasdell, Dominion President, Ladies' Auxiliary, Army and Navy Veterans in Canada.

Captain R. N. Mansergh, President, Imperial Section, Canadian Legion.

Mrs. G. Martin, President, Ladies' Auxiliary, Imperial Section, Canadian Legion.

Mr. Leon Michel, President, French Reservists.

Mme. A. R. de Denus, President, Ladies' Auxiliary, French Reservists.

Mr. Ben Lyndon, Manitoba President, Guards Association in Canada.

Mrs. A. Henderson, Manitoba President, Ladies' Auxiliary, Guards Association in Canada.

Mr. George Cuttle, President, Canukeena Club.

Mr. W. H. Grey, President, Manitoba Branch, Canadian Amputation Association of the Great War.

Mr. A. M. Campbell, President, Lord Selkirk Association of Rupert's Land.

Mr. R. D. Waugh, President, Old Timers' Association of Manitoba.

Mr. James A. MacLean, Ph.D., LL.D., President, University of Manitoba.

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**THE SIGNING IN THE CABINET CHAMBER AT OTTAWA, DECEMBER 14<sup>th</sup>, 1929, OF THE AGREEMENT FOR THE TRANSFER OF THE NATURAL RESOURCES OF MANITOBA FROM THE DOMINION TO THE PROVINCE AND FOR THE PAYMENT OF INDEMNITIES FOR RESOURCES ALIENATED SINCE 1870.**

Seated (left to right): Hon. Robert Forke, Minister of Immigration and Colonization; Hon. Charles Stewart, Minister of the Interior; Rt. Hon. W. L. Mackenzie King, Prime Minister of Canada; Hon. John Bracken, Premier of Manitoba; Hon. D. C. Mackenzie, Minister of Mines and Natural Resources, Manitoba; Hon. W. J. Munn, K.C., Attorney-General, Manitoba. Standing (left to right): Col. O. M. Biggar, K.C., Chairman, Interdepartmental Committee, Ottawa; Hon. J. O. Elliott, K.C., Minister of Public Works; Hon. J. H. King, M.D., Minister of Pensions and National Health; Hon. James Malcolm, Minister of Trade and Commerce; Hon. J. L. Ralston, K.C., Minister of National Defence.



FROM CHURCHILL, MANITOBA'S MID-CONTINENT PORT ON HUDSON BAY, TO LIVERPOOL IS A DISTANCE OF 2,396 NAUTICAL MILES.

# MANITOBA

By W. J. HEALY  
*Provincial Librarian*

**M**ANITOBA, the mid-continent Province of Canada, the only prairie Province with a sea-coast, is the central portion of a region which has been under one flag for a longer time continuously than any other part of North America. It has never been under any other flag than the British. In 1612 the first white man to set foot within the Manitoba of today, the English navigator Thomas Button, arrived in a little ship of 55 tons, the *Discovery*, at the mouth of the river which he named the Nelson, giving it the name of his sailing master. He wintered there, and before leaving in the following year he set up a cross of wood bearing an inscription which took possession for the British crown. This region has been British territory ever since, while over every other part of the continent at different times different flags have flown, Spanish, French, Dutch, British, the Stars and Stripes.

In 1612 there was published in London a book entitled "A Discovery of the Bermudas, otherwise called the Ile of Divels," which told a story of shipwreck suffered the year before by Sir Thomas Gates and his companions in a voyage of discovery. Shakespeare read it, as is plain from passages in "The Tempest." Thomas Button, there is reason to believe, was one of the survivors from that shipwreck near "the still-vexed Bermoothes." The ship in which Captain Button sailed to the mouth of the Nelson river had three years before carried Henry Hudson across the Atlantic, sailing under the Dutch flag. On that voyage Hudson brought the *Discovery* to anchor in what is now the most crowded harbor of the new world, where the Dutch in the next year, 1610, founded their colony

of New Amsterdam, which was taken by the British half a century later and re-named New York. Sailing more than a hundred miles up the river that flows into New York harbor, Hudson left it his name. In the following year he came across the Atlantic again in the same ship and discovered Hudson Strait and the great inland sea to which also he left his name. Hudson Strait is destined to have its waters furrowed, like the waters of the Hudson River where they meet the Atlantic, by many ocean steamships inward and outward bound.

The letter which King James gave Hudson, to be delivered to the Emperor of Japan, the Emperor of China, or other Oriental potentate to whose dominions he hoped to sail in "the good and luckie ship *Discovery*," was lost with him when his mutinous crew sent him adrift in an open boat on the Bay whose waters hide the secret of his fate. King James gave a like letter to Captain Button, which has been preserved, though how the Oriental Emperor or other potentate to whom it was to be delivered was going to be able to read it has never been explained:

James, by the Grace of the Most High God, Creator and Only Guider of the Universal World, King of Great Britaine, France and Ireland, Defender of the Faith.

Right High, Right Excellent and Right Mightie Prince, divers of our subjects, delighting in navigation and finding out of unknowne countries and peoples, having heard of the fame of you and of your people, have made a voyage thither of purpose to see your countries and with your people to exercise exchange of Marchandize, bringing to you such things as our Realmes do yield and to receave from you such as yours afforde and may be of use to them, it being a matter agreeable to the nature of humane societie to have commerce and intercourse each with other.

And, because if they shalbe so happie as to arrive in your Dominions, that you may understand that they are not persons of ill condition or disposition, but such as goe upon juste and honest grounds of trade, Wee have thought good to recommend them and their Captain, Thomas Button, to your favour and protection, desiring you to graunt them, while they shalbe in your country, not only favour and protection, but also such kindness and entertainment as may encourage them to continue their travailles and be the beginning of further amities

between you and us. And we shall be ready to requite it with the like goodwill towards any of yours that shall have cause or desire to visit our Countries.

Seven years later a Danish navigator, Jens Munck, sailed from Copenhagen, in May, 1619, with two ships. His hopes were set on finding "the North-West Passage" to the far East, which to the explorer of that age was a luring dream of gain and fame. He arrived at the mouth of the Churchill river in September and had to winter there. Of the whole number of 64 persons in the two ships, only Munck and two others lived through that tragic winter of scurvy and scarcity of food. In June, 1620, the three survivors set sail in the smaller of the two ships, and reached the coast of Norway in September.

On August 15th, 1631, nineteen years after Captain Button's arrival at the mouth of the Nelson, the wooden cross he set up there was found fallen by Luke Foxe, "Captain and pylot in his Majesty's pinnace the Charles," as he describes himself on the title page of his narrative of the voyage, printed in London in 1635, which is in the Provincial Library in Winnipeg. He raised the cross again and fastened to it a plate of lead, with an inscription proclaiming anew "the right and poffeffion of my dread Sovereigne Charles the firft, King of Great Brittain, France and Ireland, defender of the Faith." Though it was a voyage of failure to find "a paffage to come to the Ile Japon, China and the Orientall India," yet in the dedication of his narrative to "the King's Most Sacred and Excellent Maieftie" he avows his steadfast belief in "the probability of a Paffage, praying unto Almighty God to fet it as a faire Iewell in your Royal Crowne, and bring it to paffe in thofe happie dayes which wee do enjoy under your Gracious and godly Gouvernment, Rather than that fome Forraigne Prince or State fhould advance and finde the fame, thefe fhall bee the prayers, with Your long life and prosperous Raigne, of your humbleft subiect and seruant, Luke Foxe."

#### FIRST EXPLORATION OF THE NORTH-WEST

One hundred and seven years later, on September 24, 1738, the first white man to see the Red river and travel westward on the prairies arrived at the site of the future city of Winnipeg. He was Pierre Gaultier de Varennes, Sieur de la Vérendrye. With his three sons and his nephew he had set forth six years before from Montreal for the West. The ocean-like expanse of the prairies, extending hundred of miles westward from the Red river was not what they expected to find. Their thoughts were fixed on China and Japan. They believed that when they had travelled no longer than the time it took them to come to the prairies they should be at the shore of "the Western Sea." They intended to cross that imagined sea to the Orient. They travelled far over the plains, and were the true discoverers of the North-West, though in 1691 Henry Kelsey, a young man in the service of the Hudson's Bay Company at York Fort, at the mouth of the Nelson, had travelled some distance inland from the Bay. His account of that journey, which has been preserved, is one of the most puzzling of all the records of exploration of this continent.

they mist him. I caused the Crosse which we found to be newly raised, and this inscription of lead nailed thereon.

*I suppose this Crosse was first erected by Sir Thomas Button 1613. it was againe raised by Luke Foxe, Capt. of the Charles, in the right and possession, of my dread Sovereigne Charles the first King of Great Brittain, France and Ireland, defender of the Faith, the 15 of August, 1631.*

*This land is called New Wales.*

The wind being E,S,E. I could not yet come to Sea, wherefore I sent the Capenter upon the S, side to fell, the likeliest of 5 trees, the Master had made choyse off, to serve us for a Mayne yard, and not one of them, but was rotten within, the wind doth begin to come about the Mrs. mate and I fetcht one boate lading of firewood this afternoone, the Whales have now left to come in, but my cheifest going on land, was to see where the highest tyde, this spring had left his marke and found it to have flowen 14 foote, but the tydes, at height of this spring, were inforced in with E,S, East, and E,N, East windes, or else they would not have flowed above 12 foote.

This night 10. were many Pettiedancers, I hope faire weather to come, yet have wee had such as I pray our neighbours, in England have no worse, and then they cannot have better harvelt weather to have in their crop, and though this may be thought nothing pertinent, to the History of a Sea Journall, yet having been dissuaded from this voyadge, in respect of the ice; I may thus much write, for the incouragement of others that may happen to navigate this way, God giving good successe to this enterprise, that a Sea voyage of discovery (to a place unknowne, and farre remote and in the like clime) cannot be taken in hand with more health, ease, and pleasure; I am sure it hath beene warme ever since we came from the yce.

The wind came about, I sent the Pinnace on land, to ballast, and to bring one broad stone, to make a fire upon in her, which I had formerly marked for that purpose, at Port Nelson they found a board broken in two, the one halfe quite gone, whereon had beene the Kings Armes, and inscription of the time of Sir Thomas Button his owne name, when and why he tooke Harbour with other expressions.

Cc 3

This

Page 217 of a book in the Provincial Library in Winnipeg containing the narrative by Captain Luke Foxe of his voyage to Hudson Bay in 1631: "North-VVest Fox, or, Fox from the North-west passage. The Voyage of Capitaine Luke Foxe, Anno 1631, in his Maiesties Pinnace the Charles, Burthen 70 Tonnes, 20 Men and 2 Boyes, Victuals for 18 Moneths; young Sir Iohn Wolstenholme being Treasurer. By Capitaine Luke Foxe of Kingstone vpon Hull, Capt. and Pylot for the Voyage. Printed by his Maiesties Command. London, printed by B. Alsop and Tho. Fawcett, dwelling in Grubstreet. 1635."

"Where geographers differ so widely no positive conclusion is, perhaps, possible," writes Dr. A. G. Doughty, Keeper of the Public Records at Ottawa, in regard to Kelsey's journey. But it is certain that he was the first white man to see and hunt the buffalo.

Explorers, voyageurs, and fur traders crossed the prairies of the future Province of Manitoba and threaded its streams in the eighteenth century. Part of the half-century of conflict between Great Britain and France on this continent was fought along what is now the Manitoba coast line. Seldom in any century has there been more bloody and desperate fighting than there was on Hudson Bay between French and British warships in



*Rosser Avenue, Brandon, in 1882.*

the closing decade of the seventeenth century and the first decade of the eighteenth century.

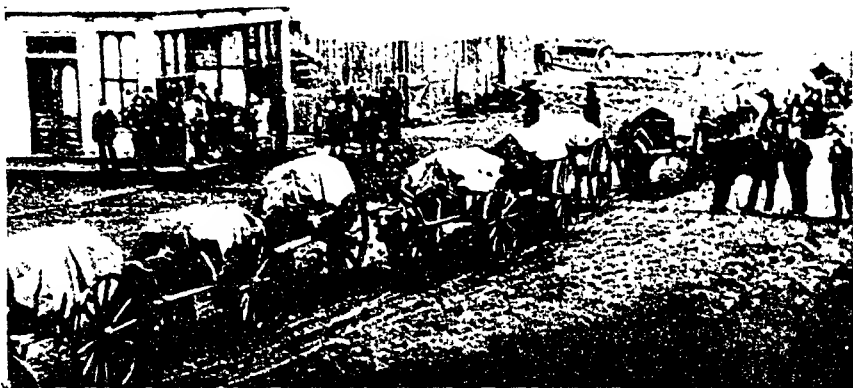
Few Provinces or States on this continent have within their boundaries a historic relic more notable than the one Manitoba has in the ruins of Fort Prince of Wales at the mouth of the Churchill river, across from Churchill. That fortified stronghold, one of the most massive ever erected in North America, was under construction by the Hudson's Bay Company from 1733 to 1771. In 1782 a French expedition of three warships under the command of Admiral de la Perouse, whose flagship *Le Sceptre* carried seventy-two guns, battered down Fort Prince of Wales, upon whose ruined walls, which were between thirty and forty feet thick, thirty-eight of its cannon still lie rusting. But that bombard-

ment was just before the capital Treaty of Versailles, and so was without effect in establishing French control on Hudson Bay.

### THE NORTHERN GATEWAY TO THE WEST

Thus, though the history of what is now Manitoba goes back to the time when the King of France claimed jurisdiction over half the continent and held control over the more accessible of the two Maritime gateways through which explorers, fur traders and colonizers made their way to the interior of the upper half of North America, the British title to the northern gateway has been unbroken from the first, though the British supremacy on the Hudson's Bay and its coasts was challenged vigorously by the French again and again.

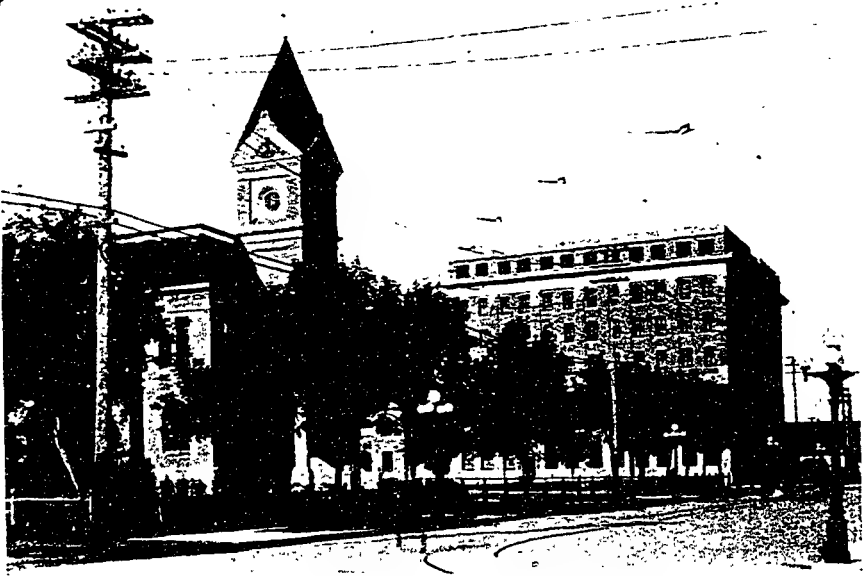
Even in the time of the chartered supremacy of the Hudson's Bay Company the importance of the Bay was not identified exclusively with the fur trade and whaling. Through the northern gateway the pioneers of agricultural settlement in the West made their entry. In 1811 Lord Selkirk, a truly Scottish combination of idealist, soldier of fortune, visionary and business man, having acquired a controlling interest in the Hudson's Bay Company, obtained from the Company a large grant of land for the purpose of establishing an agricultural colony on the banks of the Red river, long before the Red became a Canadian river. He brought out his settlers from Scotland to York Factory at the mouth of the Nelson, and from there they journeyed southward to their homesteads close to the site of the future city of Winnipeg. When, after Lord Selkirk's death, the grant of land reverted to the Company, the little settlement known as Red River had become established, and sooner or



*The last Ox-Cart Train through Portage la Prairie.*

later the colonization of the Western prairies was inevitable. The agricultural beginnings of Manitoba date from the founding of Red River. Lord Selkirk had chosen well the land on which to establish his colony, in a region of fertile prairie loam, with rich natural pasturage, which the Indians had named Manitoba, meaning the land of the Master of Life, the land of the Great Spirit, or, in an up-to-date version, God's country.





*City Hall and Prince Edward Hotel, Brandon.*

### THE RED RIVER SETTLEMENT

In 1852 Alexander Ross, the Sheriff of Red River, wrote: "The colony is not only a mere dot on the mighty map of the universe, but a dot on the map of the Hudson's Bay region, a mere speck, an isolated spot in the midst of a benighted wilderness." For nearly half a century the travel and traffic between Red River and the outside world, was by the Hudson's Bay Company's ship that sailed once every year from London to York Factory, at the mouth of the Nelson. There was another ship of the Company that came once every year to Moose Fort on James Bay, the southeasterly extension of Hudson Bay. In the book "Women of Red River" the story is told by Mrs. William Cowan (who died in Winnipeg in 1926, in her ninety-fifth year), of how she moved with her husband from Fort Garry to Moose Fort, in 1865, a journey of twelve hundred miles eastward by canoe. Their trunks and boxes were sent north some eight hundred miles to York Factory and taken across the Atlantic by the Company's ship and brought back the next year by the ship from the Thames to Moose Fort.

The first white woman in the West came out from the Orkney Islands in 1806 in a Hudson's Bay Company's ship, disguised as a young man. Two years later she returned to Scotland. The second white woman in the West, Marie Anne Lagimonière, arrived at Red River, in the summer of 1807; she came with her husband in one of the canoes of a brigade which travelled by the fur traders' route from the St. Lawrence, a journey of two thousand miles. From 1808 until the arrival of the first women among the settlers sent out by Lord Selkirk in 1812, Marie Anne

Lagimonière was the only white woman in the West of whom there is record. She was the only white woman in Canada of today west of Lake Huron; and at that time there was not a white woman within the area of the present States of Minnesota, South Dakota, North Dakota, Montana, Wyoming, Idaho, Washington and Oregon.

No record of the old era in the West can omit mention of the great buffalo hunts on the plains. The summer hunt began usually in June, the autumn hunt in August. In 1820 the number of Red River carts (two-wheeled and built altogether without iron), which went from the settlement for the summer hunt was 540; in 1840 the number of carts was 1,210, and the number of huntsmen, women and children in the great caravan which set forth for the summer hunt was more than 1,600. Sheriff Ross estimated that the summer hunt expedition in 1840, represented £20,000 of capital supplied chiefly by the Hudson's Bay Company or by private trappers at Red River. More than 1,300 buffaloes were slaughtered in one day of that hunt; not less than 2,500 before the expedition returned to the settlement. No better organized, more effective and more picturesque hunting expeditions were ever carried out regularly in any land than the buffalo-hunting expeditions for which Red River was the basis of supplies.

#### THE HUDSON BAY ROUTE

The approaching completion of the Hudson Bay Railway means that the Manitoba shoreline of the great inland sea into which Hudson broke in his search for the North-West Passage, over which the Company of Adventurers wielded a monopoly dedicated to the fur trade and through which the first white settlers made their way to the Western prairies, is now in process of becoming the commercial seaboard of Canada's awakening northland. A new chapter in the economic history of Canada is about to begin. The sailing distance from Churchill, the terminus of the Hudson Bay Railway, to Liverpool, is approximately the same as from Montreal to the Mersey. The saving of 1,200 miles shipment from Fort William, at the head of Lake Superior, to Montreal, and the attendant transfers, will, it has been calculated, mean a reduction of ten cents per



*Mountain Avenue, Neepawa*

bushel in the cost of exporting Western wheat to Liverpool. The following is a comparative table of sailing distances:

Churchill to Liverpool .....	2,936 nautical miles
Nelson to Liverpool .....	2,966 nautical miles
Montreal to Liverpool .....	2,760 nautical miles
Quebec to Liverpool .....	2,625 nautical miles
Saint John to Liverpool .....	2,717 nautical miles
Halifax to Liverpool .....	2,485 nautical miles
Portland to Liverpool .....	2,776 nautical miles
New York to Liverpool .....	3,036 nautical miles

As early as 1884 a special committee of the Legislative Assembly of Manitoba reported in favor of a railway to the Bay. But though the project was kept continuously before the people of Canada since that time, it did not begin to find definite realization until 1910 when a branch line of the Canadian Northern Railway was completed to The Pas from Hudson Bay Junction on the line from Winnipeg to Prince Albert, and the building of a government line from The Pas to Hudson Bay was authorized by Parliament. Churchill was decided upon first as the terminus on the Bay. Before much progress had been made on the building of the railway, it was decided to make Nelson, instead of Churchill, the terminus. Finally, in 1927, a controversy having arisen again as to the merits of Nelson and Churchill as terminal harbors, the Dominion Government in 1927 retained Mr. Frederick Palmer, an eminent British engineer, to examine both sites and report upon them. His report, strongly in favor of Churchill, led the government to decide upon that harbor.

The completion of construction of the railway and of the harbor work and creation of port facilities at Churchill is being pushed forward energetically. Towards the outlays the Dominion treasury has received some \$20,000,000 from the sale of Western public lands, which, under legislation in force from 1908 to 1918, were set aside to provide for the financing of a railway line to the Bay. The possibility of a real estate boom at Churchill, with consequences which have been too often realized in many parts of Western Canada, has been guarded against effectively by the withdrawal of the entire townsite from entry and the announcement that lots are available only by lease from the Government of Manitoba. It will be a model town, growing and developing in accordance with carefully made plans.

For more than two hundred and fifty years the Hudson's Bay Company's ships have voyaged in those waters, without any of the modern aids to navigation. ("A good Shipp a competent Cargoe for trade and materialls for White Whale ffishings"—from the London Minute Book of the Hudson's Bay Company, under the date February 8th, 1688). Only two or three ships have been lost in all that voyaging. Whaling ships and other vessels have passed through Hudson Strait at various times, as many as 38 having been reported in one season. The heavy ice which drifts down from Foxe Basin through Foxe Channel into Hudson Strait

has often delayed ships. A study of the conditions recently completed by air patrols under the direction of the Dominion Government indicates that such ice is carried by winds and currents from one side of the Strait to the other, without blocking the whole Strait, and that with permanent observation stations and air patrols, ships will be enabled by the use of radio equipment to navigate the Strait in all kinds of weather. The chain of radio direction-finding and weather-reporting stations to be erected at points along the Strait will maintain communication with the station at Belle Isle, which is the easterly terminus of the Gulf of St. Lawrence chain, and with Churchill, which connects with the landline system. There will thus be a complete loop of radio communication around Hudson Bay and Hudson Strait.



*Saskatchewan Avenue, Portage la Prairie.*

The economic possibilities of the Hudson Bay route are not limited to its serviceability as a grain route. Some of the best hay and fodder lands lie in the northern Manitoba clay belt, between the lower Saskatchewan and the upper Nelson and Churchill rivers, and the prospect of shipping cattle on the hoof to the British isles by the shorter and cooler Bay route, with a reduction to a minimum of the cost of feeding and shrinkage in transit, must also be taken into account. Other resources will contribute their traffic. The fisheries resources of the Bay are of great volume and importance. The Department of the Interior of the Government of the Dominion is now carrying on surveys of the feeding grounds and migratory movements of the musk-oxen and caribou between the Bay and the Arctic and of the regions best suited for the introduction of reindeer herds from Alaska. In view of the continued shrinkage of the available grazing lands of the temperate zones, with the steadily rising cost of meat, it may well be that among the developments at Churchill will be a meat packing industry. It is worth noting, moreover, that whereas the distance between London and Yokohama, via Suez, is 12,000 miles, and by New York and San Francisco about 11,000 miles,

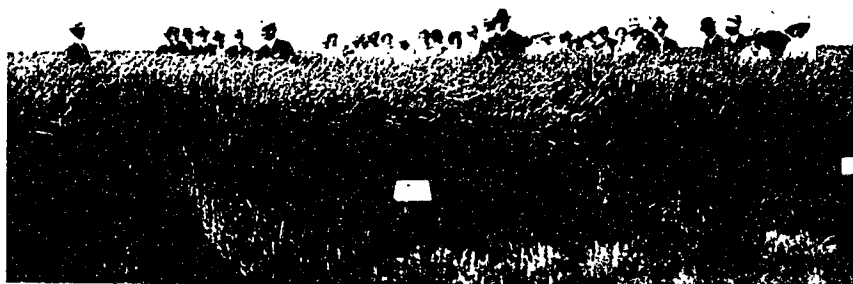
the northern route by way of Churchill and Prince Rupert is only 8,000 miles. As in the case of the Panama Canal, the actual trial under competitive working conditions will demonstrate the traffic-drawing merits of the new waterway.

#### WHEN THE WEST WAS ADDED TO CANADA

When in 1870 the area which now constitutes the three prairie Provinces was added to the Dominion and the Province of Manitoba was established, the Selkirk settlers, farming their long narrow river lots, which in many cases had been divided into narrower lots to make holdings for sons and grandsons, giving each a frontage on the Red river, called the people who came up from Canada east of the Great Lakes "The Canadians." The newcomers said that the people in the little Red River settlement "farmed on lanes."

The existence of Manitoba as a Province began on July 15, 1870. On December 1, 1869, Rupert's Land and the old North-West Territory not included in the Hudson's Bay Company's charter (which covered all the area draining into Hudson Bay) had become part of the Dominion of Canada. The territorial rights of the Company were surrendered in exchange for a payment of £300,000 and the title to one-twentieth of the lands in the area which had been covered by the charter.

Some of the French-speaking people of Red River were afraid that the ending of the old Hudson's Bay Company regime meant that they were in danger of being deprived of their farms and of suffering other wrongs. Many influences combined to increase the distrust among the Métis, who placed themselves under the guidance of Louis Riel, a young man of 25, of a family notable in the settlement for three generations, who had been at college in Montreal, had lived two years in the States, was eloquent in both French and English and "gifted with brilliant qualities of head and heart," as Archbishop Taché wrote of him many years later, "but of an insensate pride and unbridled ambition, which poisoned his intelligence."



*School Teachers in a Harvest Field.*

Early in November, 1869, Riel, having gathered about him a force of followers, marched in through the open gates and took possession of Fort Garry, declaring that he and his colleagues, styling themselves "the President and Representatives of the French-speaking population of Rupert's Land in council," would "guard it against a danger." The flag of "the Provisional Government" was raised in place of the Company's flag; and the developments of "the Red River insurrection" followed fast. It was, after all, apart from the murder of Thomas Scott, a comparatively small affair, but of great national importance. It fixed the attention of Eastern Canada upon the West, and the ready response to the call for volunteers for the Red River expedition, which, under the command of Colonel Wolseley, came to Fort Garry in August, 1870, disclosed and strengthened the spirit of Canadian national unity. Riel and the remnant of his "Provisional Government" fled from Fort Garry before the arrival of the expedition. It must be said that the action of the Government at Ottawa immediately preceding the armed outbreak was injudicious, as the result of lack of understanding of the actual conditions, and some of the things done by agents and officials sent from Ottawa were still more injudicious and deplorable. But it is equally undeniable that good judgment and an admirable spirit of conciliation were strikingly in evidence after the Province of Manitoba was duly set on its feet.

#### THE NATURAL RESOURCES OF MANITOBA

The little settlement known as Red River, out of which Manitoba grew, did not, like British Columbia, become a Crown Colony and make a beginning of self-government and then negotiate for entrance into the Canadian Confederation. One of the first acts of the first Dominion Parliament was to petition the Imperial authority to transfer to Canada the Western area between Ontario and the Rocky Mountains. If certain untoward developments which already have been noted summarily in this brief chronicle had not happened, the Province of Manitoba might have had a more fortunate birth. The deplorable trouble of 1869-70 in Red River began in what was the natural, and within proper limits, justifiable feeling on the part of a considerable element of the population against the transfer to Canada. Under the guidance of a headstrong young man incapable of wise leadership, that opposition, which was based largely on lack of knowledge, fast developed into "the Red River insurrection." When Manitoba was constituted a Province on July 15, 1870, it became the fifth member of the family of Confederation without possession and control of its natural resources, though it was a basic provision of the Confederation pact by which Ontario, Quebec, New Brunswick and Nova Scotia united to form the Dominion, that the Dominion authority should derive its revenues from indirect taxation and the Provinces should derive theirs from direct taxation and from the development of their domains, their natural resources.

Manitoba is not only a vast region of fertile prairie soil; there are also in northern Manitoba pulpwood forests of immense extent, with great

areas of timber resources, and with mineral resources of variety and value which are only beginning to be realized. Manitoba also has within its boundaries large lakes, of which the largest, Lake Winnipeg, has an area of about 9,000 square miles and a total coast line longer than that of any of the Great Lakes, except Lake Superior. No other Province or State has entirely within its boundaries a body of water at all approaching Lake Winnipeg in extent. Great Salt Lake, in Utah, is only one-fifth of the extent of Lake Winnipeg. The largest of its tributaries is the Saskatchewan river, one of the four great rivers of the continent east of the continental divide, which has a total length of 1,090 miles. The Red river, 700 miles in length, and the Winnipeg river, 300 miles in length, and many minor rivers also pour into Lake Winnipeg. The Nelson river is its principal outlet, and connects it with Hudson Bay. Next in magnitude to Lake Winnipeg come Lakes Manitoba and Winnipegosis, the former 125 miles long and 25 miles wide, the latter 130 miles long and 20 miles wide. Of smaller lakes there are many.

Since the 1880's the successive Governments of Manitoba have sought to have Manitoba placed on an equality of status with the original four Provinces in respect to the possession of its own domain. In this Diamond Jubilee year of Manitoba the natural resources question happily has been settled at last. The agreement made between the Governments at Ottawa and Winnipeg turns over to the Provincial authority the ownership and control of all the natural resources within the limits of the Province, with financial arrangements which may here be stated briefly. Manitoba is to receive from now on until its population comes to the 800,000 mark an annual subsidy of \$562,500. When the population is 800,000 the subsidy will be increased to \$750,000 a year, until the population numbers 1,200,000. Thereafter the annual subsidy is to be fixed in perpetuity at \$1,125,000. Over and above these arrangements for the payment of an annual subsidy, a cash payment to be made on July 15, 1930, amounting to \$4,584,212.49, was fixed upon in the agreement, as compensation for earned revenues that should have come to the Province in the past sixty years in addition to the total amount received hitherto by the Province from the Dominion treasury.

#### "THE GREAT LONE LAND" OF 1870

In 1870 the journey of 1,400 miles through Canada to the Red river, by the Great Lakes and by the Cawson Route from Prince Arthur's Landing, now Port Arthur, which was a succession of stretches of wagon road and river and lake navigation, was slow and laborious. Even by the





*Dominion Experimental Farm at Morden.*

railway route via Chicago the incoming settler was brought only within four hundred miles of Fort Garry. The agricultural industry of the settlement was limited, as there was no outside market: in fact, all the early settlement had been conditioned by the belief that the higher land back from the rivers could not be cultivated successfully, and that human activities in the West were destined to be confined practically to trapping, hunting and fur-trading. Yearly the great brigades of Red River carts travelled to St. Cloud, in Minnesota, carrying out furs and bringing back supplies; a considerable number of men in the settlement found employment in freighting. The freight rates from St. Paul were 16 shillings per hundred pounds, payable half in cash and half in goods. To supply public revenue, there was a duty of four percent ad valorem on imports, except that on ale, wine and spirits a duty of 25 per cent was levied.

For eight hundred miles westward of Fort Garry stretched the plains, with no fixed habitations except the trading posts of the Hudson's Bay Company located at carefully chosen points. When the Province of Manitoba was established there were the beginnings of a second settlement in the neighbourhood of Fort Edmonton, and there was a small community of people of mixed blood at Prince Albert. Upon the plains some 30,000 Indians lived their nomadic life. Among the problems which had to be dealt with were the quieting of the Indian and the "half-breed" titles to the land, the surveying of the prairies and making them available for settlers upon some simple practicable basis, the providing of roads and railways, and the maintenance of law and order over a territory half as large as Europe.

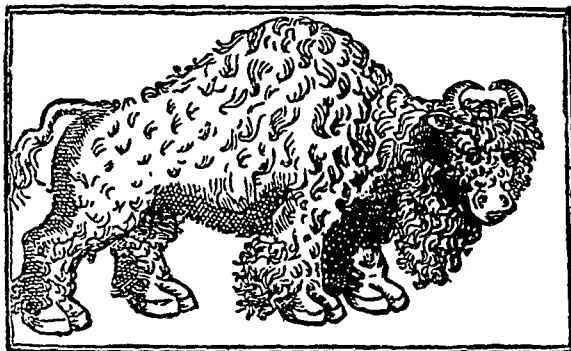
Sixty years ago, if an observer with a superhuman range of eyesight could have gone up in an aeroplane high enough to have had a view of what is now Western Canada, from Lake Superior to the Rocky Mountains,





THE BUFFALO, AS HE WAS PORTRAYED TWO AND A HALF CENTURIES AGO  
From a Book in the Provincial Library, "A New Discovery of a Vast Country in America," by Louis Hennepin, published in London in 1698 and dedicated to King William III. Hennepin did not come as far north as what is now the international boundary line. He describes "the wild bulls which are hunted by the savages" as having "heads of a prodigious bigness, and a kind of hump between the shoulders, and between the horns an ugly bush of hair which falls upon their eyes."

he would have been looking down upon a vast wilderness. This area, which includes the whole of the present Provinces of Manitoba, Saskatchewan and Alberta, was then a waste in which, save in a few isolated localities, no mark had been made by man. The only records written on the prairies of activities other than those of the changing seasons, were the buffalo trails across the face of those vast expanses, on which, with the exceptions already noted, there was but one place where settlement had passed beyond the stage of the clustering of a few hunters' families about the trading post. That beginning of a centre of population had Fort Garry, the walled headquarters of the Hudson's Bay Company, as its



**THE EARLIEST  
KNOWN PICTURE  
OF THE BUFFALO**

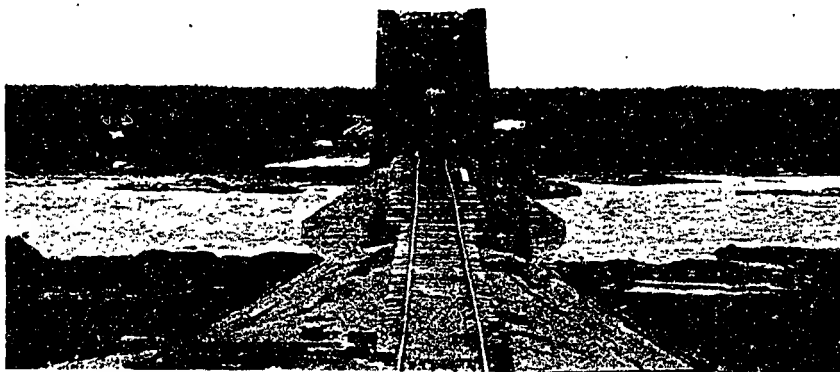
*From Gomara's  
Historia de las  
Indias, printed in  
Saragossa in 1553.  
Like the engraving  
in Hennepin's book,  
evidently it was done  
from a verbal  
description.*

centre, and was strung along the Red and Assiniboine rivers, whose junction was the site of the future city of Winnipeg, where a small village stood at that time adjoining Fort Garry—a village of less than a score of log buildings. Not even the most visionary among the dwellers at the junction of the Red and the Assiniboine sixty years ago, it is safe to say, dreamed of what the coming years held in store—wheat fields stretching to the circling skyline, the growth of diversified agriculture, the towns and cities linked by a network of railways radiating from Winnipeg and covering the whole West, and industry and prosperity spreading throughout the length and breadth of that empty vastness which General Butler, whose famous book was published in 1872, described in the title he gave that book as “The Great Lone Land.”

**THE RISE AND PROGRESS OF MANITOBA**

The total population of the newly-made Province of Manitoba, as determined by the census taken in October, 1870, was 11,963, of whom 1,565 were white, 9,840 were of mixed white and Indian blood, of whom 5,757 were French-speaking and 4,083 English-speaking. Farming was not pursued on any extensive scale. Directly or indirectly, the whole community lived mainly upon the proceeds of the buffalo hunting. In a few years time those conditions had passed away forever. The Dominion census of 1881 showed that the population of Winnipeg was then 62,260. The census of 1891 showed it to be 152,506. The census of 1926 gave the population of Manitoba as 639,056.





### THREE BRIDGES ON THE HUDSON BAY RAILWAY

*At the top, the bridge over the Saskatchewan river at The Pas. In the centre, the bridge over the Manitou rapids on the Nelson river. Below, the bridge over the Kettle rapids on the Nelson river.*

In 1870, there was a mail service to and from Fort Garry and the East once a week by way of Pembina, St. Paul and Chicago. Between Winnipeg and St. Cloud in Minnesota, where the railway ended, it was carried by horses in summer and by dog train in winter. There was neither stage line nor steamboat running to or from Winnipeg for the carrying of passengers, and a traveller had therefore to depend upon his own resources. When Hon. Adams G. Archibald, the first Lieutenant-Governor of Manitoba, arrived in Winnipeg on September 2, 1870, he came by canoe from Pembina. The first party of emigrants to Manitoba arrived on April 26, 1871, from Ontario. It consisted of eight men who had taken four weeks to make the journey. They arrived on a flat boat which they had navigated down the Red river, from Moorhead, in Minnesota.

One of the first things done after the establishment of the Province was the construction of a telegraph line to Pembina. The first telegram from Winnipeg was sent on November 20, 1871, by Lieutenant-Governor Archibald, to the Governor-General at Ottawa. On April 3, 1875, ground was broken at Port Arthur on Lake Superior, for the construction of the Canadian Pacific Railroad to Winnipeg. In October, 1876, the first shipment of wheat, consisting of 857 bushels, was made from Manitoba; it went from Winnipeg by boat on the Red river to the end of the railway in Minnesota, and from there by way of St. Paul and Chicago to Toronto, where it was sold as seed wheat.

The first train over the first railway to be operated in Manitoba, which was called the Pembina branch of the Canadian Pacific, made the run from Emerson to St. Boniface, across the river from Winnipeg, on December 7, 1878; it was only in 1877 that the tri-weekly stage service under contract with the Government which had been established in 1871 between Abercrombie, in Minnesota, and Winnipeg, had become a daily service. In 1872 the appearance on the Red river of the sternwheel steamer Selkirk, owned by James J. Hill, of St. Paul, an active young Canadian who was destined to play an important part in railway development, meant the ending of the old picturesque cross-country freighting by caravans of loudly-creaking Red River carts. By 1874 there were seven steamers plying on the Red.

The formation of the St. Paul, Minneapolis and Manitoba Railway Company, 1879, under the presidency of George Stephen, with James J. Hill as general manager, and Donald A. Smith as one of the board of directors, inaugurated an undertaking which had developments culminating in the completion six years later of the Canadian Pacific Railway from Montreal to Vancouver. The first Canadian Pacific Railway train from the East arrived in Winnipeg July 26, 1881, and the first transcontinental train of the Canadian Pacific Railway, from Montreal to Vancouver, passed through Winnipeg on July 1, 1886. From the beginning the problems of transportation have been among the master problems of the West. With the completion of the first transcontinental railway system development began to go forward rapidly. The year 1896 saw





A VIEW OF THE PAS FROM THE AIR

the beginning of the Canadian Northern Railway, and 1904 the beginning of the Grand Trunk Pacific. These two systems eventually became merged in the Canadian National Railways.

The growth of Winnipeg, incorporated as a city in 1873, and now the city third in importance in the Dominion, has kept pace with the development of the West. Its situation as "the neck of the bottle" for railway traffic converging eastward and diverging westward has made Winnipeg the gateway and business headquarters of Western Canada, and it has made the Winnipeg cash wheat market the greatest in the world, with bank clearings normally equalled in Canada only by those of Montreal and Toronto. The second city of Manitoba, Brandon, which began as a city of tents in 1880, is the most active agricultural centre in the Province, a progressive city with a large volume of business. The great winter and summer fairs, held in spacious buildings and grounds, have made the name of Brandon known all over the continent. More than twenty years ago such large quantities of wheat were marketed there that it became known as the Wheat City. St. Boniface, the third largest city in the Province, is an important commercial and manufacturing centre, linked by bridges to Winnipeg. Portage la Prairie is a solidly built and prosperous city, and like Brandon, is the centre of a region in which diversified agriculture is carried to its highest stage of development. Portage la Prairie has grown from one of the oldest settlements in the West, mentioned in the fur-trader's records early in the last century. Selkirk in the 1870's was a rival of Winnipeg; for several years it was believed that the Canadian Pacific Railway would cross the Red river at Selkirk. The first settlers went into the Morden district in 1874. The settlement of the Neepawa and Souris districts came soon afterwards; and it was not until the building of the Canadian Northern that the development of the Dauphin district began to go forward rapidly. In Carman, Dauphin, Minnedosa, Morden, Neepawa, Selkirk, Souris, Stonewall, The Pas, Transcona and Virden, to name only these, Manitoba has thriving business centres.

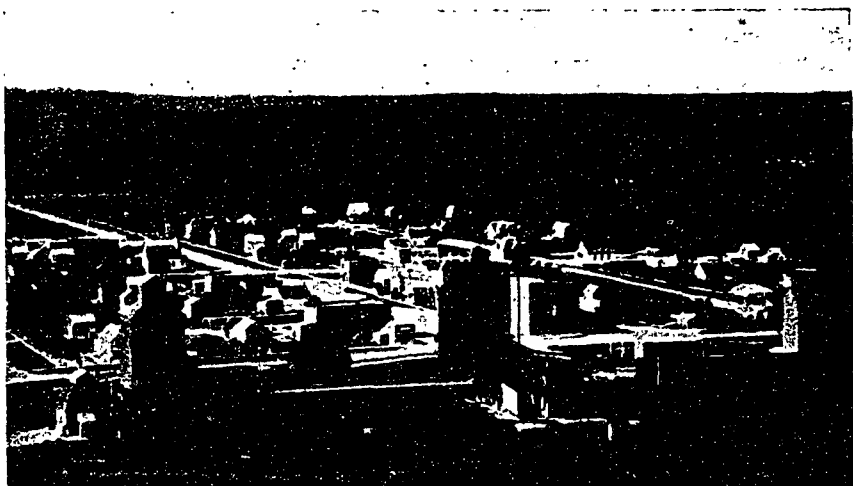
## HISTORY OF RELIGIOUS DEVELOPMENT

The first church west of the Red river was built under the direction of Rev. John West, who arrived from England at the settlement with a brigade of York boats from the Bay in October, 1820, to make a beginning of the Church of England mission. He was preceded by two Roman Catholic priests, the first missionaries to come to the West, Rev. Joseph Norbert Provencher and Rev. Sévère Dumoulin, who had arrived in July, 1818. Before the summer was over they were lodged in a log house, part of which was used as a chapel, which stood on land given by Lord Selkirk. In 1849, two years after Father Provencher had become the first Bishop of St. Boniface, the West had its first Church of England bishop, Right Rev. David Anderson, who was consecrated Bishop of Rupert's Land in Canterbury Cathedral on the eve of his sailing in a Hudson's Bay Company ship for his remote diocese. In 1844 Bishop Mountain, of



Quebec, the first bishop to set foot in the West, spent several weeks in Red River. He and Father Provencher exchanged visits.

By the middle of the century there were seven Anglican churches along the Red and the Assiniboine, with parochial schools, a collegiate school for boys and one for girls. Fathers Dumoulin and Provencher established elementary schools, one at St. Boniface and one at Pembina, before the end of the year 1818. St. Boniface College was founded in the following year. In 1853 Bishop Provencher died, and was succeeded by Right Rev. Alexandre-Antonin Taché, who in the following year made a journey to Athabasca and founded a mission station at Ile à la Crosse in that region. Another devoted missionary, who in later years worked in the Athabasca region was Rev. William Bompas, who became the first Church of England Bishop of Athabasca. The people of the different denominations in Red River were all on the friendliest terms with one another. In the records



*La Rivière.*

of the Council at Red River we read that in May, 1851, Archdeacon Cochrane moved and Father Laflèche seconded a resolution for a grant of a hundred pounds to be divided between the two bishops, "to be applied by them at their discretion for the purposes of education," and in the following year Father Laflèche seconded a resolution moved by Dr. John Bunn that a grant for the same purpose be made to Rev. John Black, the first Presbyterian minister in the West, for whom his flock in Kildonan had waited so long. Until his arrival the Presbyterian people attended the Church of England services.

One of the first infants baptized in the Kildonan church by Rev. John Black was Samuel Pritchard Matheson, who had been left an orphan and was brought up with the family of his uncle, Hugh Pritchard. The Mathesons were Presbyterians, the Pritchards Church of England people. And so it was that, though all his brothers and sisters, baptized in St.

John's before there was a Presbyterian minister in the West, grew up Presbyterians. Samuel Pritchard Matheson, the youngest of the family and the only one baptized by a Presbyterian minister, grew up in the Church of England and became Archbishop of Rupert's Land and Primate of all Canada.

The earliest Methodist mission in the West was established in 1840 near Norway House, by Rev. James Evans, an Englishman who had done twelve years work among the Indians in the Canada West of that time, which is now Ontario. He was one of the most remarkable of missionaries in the great West. The system he devised of nine syllabic characters for writing the Cree language spread rapidly among the Indians, who called it "making birchbark talk." The first printing done in the West was done in these characters by Evans, with type he made himself and ink he made by mixing soot with sturgeon oil. His syllabic characters have been adapted to all the aboriginal languages and are still in widespread use, thousands of Bibles, hymn books and other religious books being printed in these characters by the Bible Society and distributed every year to the Indians of the far north and the Eskimos. It was in 1868 that Rev. George Young, whose name stands out most prominently in the record of the establishment of Manitoba, arrived in Manitoba. In 1873 the first Baptist minister in Manitoba, Rev. Alexander McDonald, arrived in Winnipeg; in the following year the first Baptist church in Winnipeg was built.

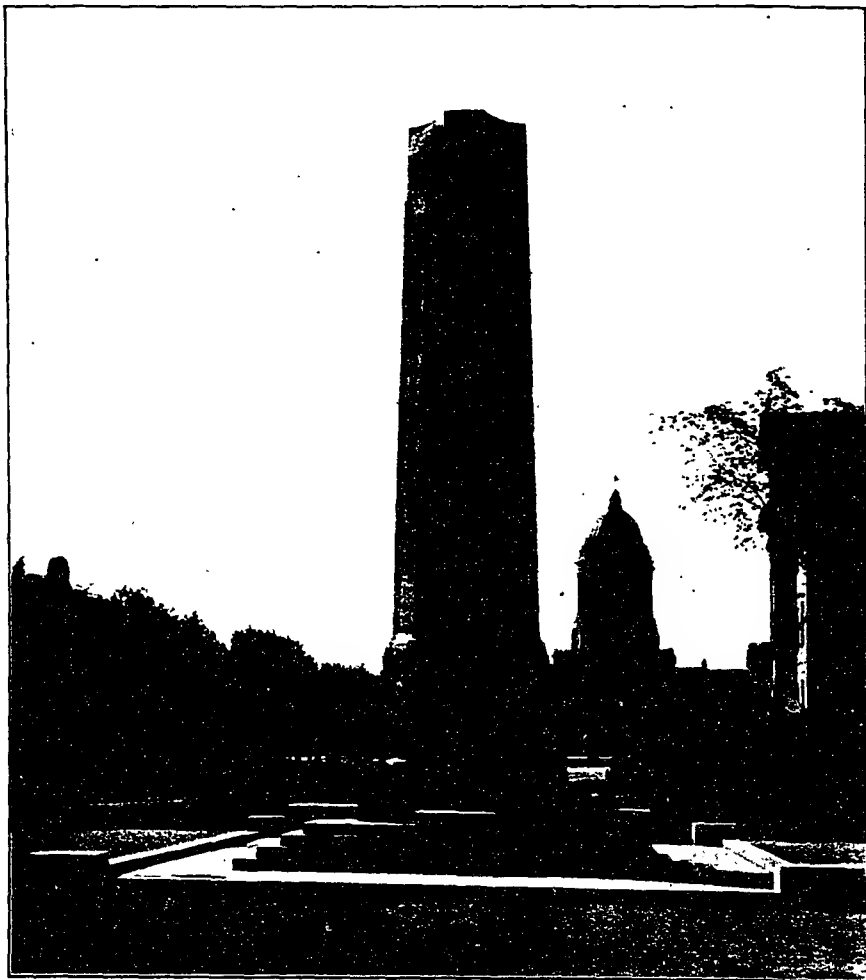
The latest census, made in 1926, shows that the Presbyterians in Manitoba then numbered 138,201; the Anglicans, 121,309; the Roman Catholics, 105,394; the Methodists, 71,200; the adherents of the Greek Church, 56,670; the Lutherans, 39,472; the Mennonites (including Hutterites), 21,295; the Jews, 16,573; the Baptists, 13,652. The other religious denominations with more than a thousand members each as shown in that census are as follows: Union Church, 3,348; Reformed Church, 2,679; Congregationalists, 2,395; Salvation Army, 2,027; Unitarians, 1,541; Christian Scientists, 1,361; Pentecostal Church, 1,228. The figures of the Dominion census to be taken next year will not be available until two or three years later, for comparison of the figures which have just been cited, as being the latest available at this time.

#### EDUCATION IN MANITOBA

There is in Manitoba, under the control of the Minister of Education, assisted by an Advisory Council, a comprehensive system of non-sectarian education, from the primary school to the University, including among other features compulsory school attendance, consolidated schools, residences for teachers in 383 districts of the Province, night schools and three high schools in Winnipeg, two of which are equipped with equipment for technical instruction. The total expenditure upon public education last year was \$10,406,705.61 of which \$1,280,128.80 was contributed directly by the Provincial Government. In the public school system there were last year 150,517 pupils enrolled, with an average attendance of 116,766 daily and of 200 days during the year. There were







THE CENOTAPH, WINNIPEG

4,166 teachers and 2,011 school buildings. Of these 206 were secondary, high or collegiate schools.

The University of Manitoba, founded in 1877, is under the management of a board of governors consisting of nine members appointed by the Provincial Government, three each year, for periods of three years. Instruction is given and degrees conferred in arts, science, agriculture, civil engineering, electrical engineering, medicine, law, architecture and home economics. There is a diploma course in pharmacy. Last year the University had a registration of 2,781 full course students and 1,233 short course students. This year there are 3,119 full course students and 1,127 short course students registered. The University includes well-equipped agricultural and medical colleges, together with four denominational affiliated colleges, St. John's (Anglican), St. Boniface (Roman Catholic), Manitoba and Wesley, the latter two having been founded as Presbyterian and Methodist colleges, respectively, and being now colleges of the United



*Decoration Day in Russell*

Church of Canada. The affiliated colleges have two representatives each in an academic council of 28 members. The Baptist College at Brandon is affiliated with McMaster University, in Ontario, and not with the provincial institution.

#### MANITOBA'S RECORD IN THE GREAT WAR

The total enlistment during the Great War in Military District No. 10, which includes Manitoba and the portion of Ontario west of Port Arthur, was 3,122 officers and 95,392 men, making in all a force of 98,154. A close estimate gives Manitoba credit for 86,000 of that total. On the basis of population, as given in the 1911 census returns, this means nearly one out of every five people in the Province. Between the ages of eighteen and forty-five Manitoba had 122,762 men, according to the census



VIEW OF THE FLIN FLON DEVELOPMENT, FROM THE AIR

returns. Two-thirds of this number were in khaki, and all but 6,787 were volunteers. It is true, of course, that Winnipeg, as a recruiting centre, drew men from all parts of the West. With due allowance for this fact, Manitoba's record entitles the Province to a place in the front rank; with only about one-sixteenth of the population of the Dominion, Manitoba sent about one-ninth of the total number of recruits from Canada for overseas service.

During the spring of 1916 more than 20,000 troops were quartered in Winnipeg. There were temporary barracks all over the city; troops were quartered in the old and new Agricultural College buildings, in the buildings at the Exhibition Grounds, and in many other buildings which had been hastily fitted up for the purpose. Camp Hughes had become the second largest city in Manitoba, more than 30,000 troops were quartered there, in training.

Eight battalions from Manitoba retained their identity in the Canadian Corps. Every branch of the Army had its representative from Manitoba; and many men from Manitoba served in the Navy. More than 6,000 men passed through some of the battalions which were recruited and reinforced from this Province. On one day during the battle of the Somme the published casualty lists contained the names of a thousand men who enlisted from Manitoba. It has been estimated that the total number of Manitoba casualties was at least 24,000, of which total one out of every four was killed in action, or died of wounds or other causes.

That the Great War was not the first war in which men from Manitoba distinguished themselves need not be said; the Province was well represented in the War in South Africa, and the military monument in front of the City Hall in Winnipeg, has carved upon it the names of the brave men of the 90th Winnipeg Rifles who fell in the fighting in the Saskatchewan rebellion in 1885.

### VAST, VARIED AND VALUABLE RESOURCES

Among the natural resources of Manitoba land ranks first in importance. The Province is 761 miles from south to north and has in its southern half a width of 275 miles and in its northern half 485 miles between its eastern and western boundaries, with a total area of nearly 252,000 square miles, of which about 20,000 are covered by lakes and rivers. It is estimated that there are approximately thirty million acres suitable for agriculture. Of this total about one half is occupied, and only between seven and eight million acres are as yet under cultivation. A large part of the land area is covered with forests, including several areas that, under Dominion control, have been forest reserves, one of which areas, the Riding Mountain Forest Reserve, is to remain under the ownership of the Dominion Government, to be used as a national park. The revenue derived by the Dominion Government during the past four years from forests on the public domain in Manitoba was \$641,704. The annual production of wealth from the forests of Manitoba is now

between five and six million dollars. The fisheries yield a catch which amounts in value to between two and three million dollars annually. The wild animal life is another valuable item in the natural resources. The value of the annual take of furs is large, and the number of fur farms in the Province, which in 1920 was two, had increased by 1925 to sixty-four, and is now three hundred and thirty-four.

Manitoba has now reached a stage in its development when it no longer depends solely upon agriculture. Manufacturing, mining, fishing, lumbering and commercial pursuits are gradually assuming greater importance, and the time has passed when a partial or total failure of any one crop (serious though it may be to individuals) can bring disaster to the province generally. Grain growing, however, is still the mainstay of agriculture in this province, and wheat the most valuable crop. It is gratifying, therefore, to note that encouraging progress has been reported by the workers at the Dominion Rust Research Laboratory at the Manitoba Agricultural College, and others who are studying the rust problem and endeavoring to produce new varieties of wheat which, besides being rust-resistant, will possess the other desirable qualities for which Manitoba wheat is famous.

The total value of all field crops in 1929 was \$89,458,000, as compared with the ten year average 1919-1928, \$109,676,100, or a decrease of \$20,218,100. The amount of land prepared last fall for this year's crop constitutes almost, if not entirely, a record in the history of Manitoba agriculture, the figures for the year being as follows: Acres broken, 84,000; summer-fallow, 1,617,000; fall-fallow, 3,462,000; total, 5,163,000. Though the quantity of grain produced last year was low, the quality was unusually high, and the moisture content was small. Not only has the grade of the 1929 crop been exceptionally high, but the protein content has also been distinctly higher than that of the crops of recent years, and the baking tests as well have been superior.

As evidence of the progress of Manitoba in quality production of livestock, it is sufficient to point to the winnings of the Manitoba exhibitors at the Royal Exhibition in Toronto last winter, at which Manitoba took the highest honors of any dairy province, in face of the keenest competition that could be produced in Canada. The total value of Manitoba's dairy products in 1929 reached \$14,997,758 compared with a value of \$14,133,058 in 1928.

Items of production which deserve mention are poultry and eggs, which in 1929 amounted to \$5,454,080, and honey, which amounted to 6,853,600 pounds, worth \$822,432. Beekeeping is notably profitable on account of the long hours of summer sunshine which aids in the exceptional nectar secretion of the white clover, which is widely grown, and of the prairie wild flowers.

The total value of the products of Manitoba, mining, forest, fisheries, manufacturing, power sold, fur and some agricultural products, chiefly livestock and livestock products, together with the money actually spent

on railways in the north, in power developments at Island Falls and Seven Sisters, in the Flin Flon, Sherritt-Gordon, Mandy, Central Manitoba Mines and in manufacturing plants in the area, represents an aggregate of more than \$108,000,000 in the last three years, or \$36,000,000 per year. The actual money already definitely planned to be expended in the next three years on power plant, railways, factories and proved mines amounts to \$52,000,000. Two years ago in the Flin Flon Mine alone there was indicated ore of greater value than came out of the Cobalt district in the last twenty years; today the value of indicated ore of four of the larger mines in Manitoba is nearly twice as great as the twenty years production of the Cobalt district. Upon the completion of the works being erected at the two larger properties early in 1931, the tonnage of ore daily treated will insure an annual mineral production of over \$20,000,000 per year, and this without taking into consideration any new properties that may be developed.



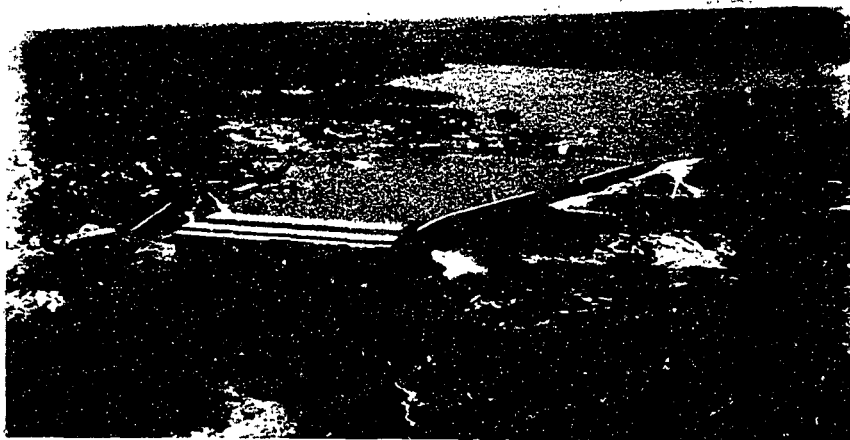
*Birtle.*

The industrial development during the five-year period between 1924 and 1929, may be summarized briefly as follows: An average of 52 new industries established each year; 45 industries each year expanded their operations; the gross production increased by 66 per cent., or from \$97,000,000 to \$159,000,000; the capital invested increased by 50 per cent., or from \$110,000,000 to \$160,000,000; the number of employees doubled, the figure being 14,700 in 1924, and 28,000 in 1929; and the payrolls practically doubled, being \$18,200,000 in the earlier year, and \$35,720,000 last year.

Of the established mineral industries, the three most important are based on the non-metallics—cement, stone and gypsum. Other important non-metallics are clay products, lime, sand and gravel, but in 1928 each of these products was eclipsed in value by gold production. The year 1929 is expected to show about the same relative values for these different resources, with a substantial increase in the total.

The events that stand out significantly in the record for recent months may be listed briefly as follows:





**TWO OF THE HYDRO-ELECTRIC DEVELOPMENTS ON THE  
WINNIPEG RIVER.**

*At the top the Great Falls 168,000 horse-power development of the Manitoba Power Company Limited; below, the 105,000 horse-power development of the City of Winnipeg Hydro-Electric System at Pointe du Bois.*

The Flin Flon branch railway line was completed early in the year, the Cold Lake line has been built within the year and the Hudson Bay Railway is rapidly nearing complete readiness for operation to Churchill.

Completion of the railroads to the mineral bearing areas of the north, made possible the taking in of quantities of machinery and supplies necessary for the development planned for these areas. At Flin Flon, the Hudson Bay Mining and Smelting Company successfully completed its extensive program of work for the year. Many buildings were erected and sixty per cent. of the excavations and foundations for the whole plant were completed. At Island Falls, whence power will be delivered to Flin Flon in 1930, most of the development, preliminary to the installation of turbines, has been accomplished. The completion of the railway to the Sherritt-Gordon mines has enabled that Company to begin the installation of a plant for the milling of 1,500 tons per day.

Exploration work is being carried on at the Mandy mine and on a number of other copper prospects in northern Manitoba. Central Manitoba mines are continuing to produce gold at the rate of about \$45,000 per month and extensive underground work has been carried on. Development work has been done in the same district on two properties, the San Antonio and Gem Lake mines. The vicinity of Winnipeg and Bird rivers is the scene of extensive surface and underground prospecting for tin and associated minerals.

It may be noted that the Western Stone Company closed the largest contract ever awarded for Tyndall stone with the T. Eaton Company, Toronto. During the next few years the Tyndall quarries, less than thirty miles northeast of Winnipeg, will supply 1,000,000 cubic feet for the latter Company's new Toronto store. They have also secured another large contract with the Alberta government for stone for their new administration building at Edmonton. The remarkable qualities of the Tyndall building stone, of which there is a very extensive deposit in Manitoba, are rapidly bringing it widely into use and making it known beyond the borders of Manitoba as a building stone of the highest value and desirability. The Parliament building at Ottawa and the Legislative building in Winnipeg are among the many structures which furnish excellent examples of the beauty of this mottled limestone, which a leading Chicago architect has described as "tapestry stone."

Among the recent industrial developments making use of the non-metallic mineral resources of Manitoba may be mentioned a glass factory which began operation last year, using a glass sand of which there is a large deposit on Black Island in Lake Winnipeg.

#### HYDRO-ELECTRIC DEVELOPMENTS

The available water power on the various rivers of Manitoba, set forth in detail in the tabulations of the Dominion Water Power Service, amounts to a total of more than 5,000,000 horse-power. The most important of the power rivers, from the standpoint of present utility, is the Winnipeg







*A Sternwheel River Boat on the Red in the late 1870's*

river, which has in Manitoba a total fall of 271 feet to Lake Winnipeg by a succession of falls and rapids. The developments on the Winnipeg river, all within eighty miles of the city of Winnipeg, are now five in number: The City of Winnipeg Hydro-Electric System develops 105,000 horse-power at Pointe du Bois, and has now under construction at Slave Falls a development which will give 90,000 horse-power, the Winnipeg Electric Company has a development of 37,800 horse-power at Pinawa, the Manitoba Power Company, Limited, has a development of 168,000 horse-power at Great Falls, and the Northwestern Power Company, Limited, has under construction a development at the Seven Sisters power site which will give 225,000 horse-power. Exceeding the Winnipeg river in potential total of horse-power and awaiting development in the future are the Nelson and the Churchill, which have between them three-quarters of the total water power resources in Manitoba. Other rivers in the Province, including the Saskatchewan, which has a notable water power site at Grand Rapids, the Pigeon, the Berens, the Fairford and other lesser rivers, have power resources to be taken into account.

The Provincial Hydro-Electric system is making steady growth and progress. Electrical energy is now being transmitted from Winnipeg over its lines as far as Boissevain, a distance of 205 miles. It has at Minnedosa and at Virden Diesel-engine, power-generating plants, to serve as sources of current until the further extension of the transmission system makes it possible for all the current distributed by the Manitoba Power Commission, which operates this publicly-owned public utility, to be of hydro-electric origin. The points now served by the Province's system are: Altamont, Baldur, Boissevain, Cardinal, Cartwright, Crystal City,

Cypress River, Carman, Darlingford, Elkhorn, Elm Creek, Glenboro, Holland, Homewood, High Bluff, Jordan, Killarney, La Riviere, Manitou, Melita, Miami, Minnedosa, Morden, Myrtle, Notre Dame, Oakville, Pilot Mound, Pipestone, Portage la Prairie, Prison Farm, Rathwell, Reston, Roland, Rosebank, Somerset, Sperling, Swan Lake, Treherne, Virden, Wawanesa, Winkler. The line which is now under construction from Winnipeg to Brandon will, when it is completed, make it possible for the Provincial system to supply the whole of southwestern Manitoba with electric power.

## HEALTH AND PUBLIC WELFARE

The first Provincial Board of Health in Manitoba was established in 1893, and from the beginning of public health administration in this Province the record has been one of steady advance to the present time, when the Department of Health and Public Welfare, with Hon. Dr. E. W. Montgomery as the Minister in the present Government of Manitoba in charge of the Department, administers the following Acts: The Public Health Act, The Hospital Aid Act, The Municipal Hospitals Act, The Private Hospitals Act, The Child Welfare Act, The Home for the Aged and Infirm Act, The Tuberculosis Control Act, The Venereal Diseases Act, The Mental Diseases Act, The Marriage Act and the Vital Statistics Act. Manitoba has provision for immunization against typhoid fever, small pox and diphtheria, serums and vaccines being distributed to all physicians and hospitals for use among the general population free of charge. There is a Public Health nursing service. There is wide and incessant distribution of printed matter for the safeguarding and increase of public health. There is a thorough-going system for securing the notification of infectious diseases. The Sanatorium at Ninette, for the advanced and incipient cases of tuberculosis, of which Dr. David A. Stewart is Medical Superin-



*Ninette.*

tendent, deserves special mention. There is a bacteriological laboratory for the free examination of all specimens submitted. There are free down-town venereal disease clinics in Winnipeg, Brandon and The Pas. Special study is being made with a view to increased prevention of maternal and infant mortality. This year provision has been made by the Legislature for the establishment of a Cancer Relief and Research Institute. The most important advance made since the establishment of the Department of Health and Public Welfare is the passing of the legislation necessary to provide for the formation of Districts throughout the Province which shall each have its local board of health, with a medical health officer, nurses and sanitary inspectors, all on full-time service, the cost of operation being divided between the municipalities comprising the District and the Provincial Government. The mineralized districts in the northern part of the Province are being opened up, and the conditions created by the rapid influx of population are precipitating all the sanitary problems of early pioneer days, necessitating prompt action by the Department of Health and Public Welfare to provide proper safeguards and vigilance in maintaining adequate supervision. It may be noted here that the latest published statistics show that Manitoba holds the second place among the Provinces in regard to the annual death rate from all causes, with a rate of 8.3 per 1,000, the rate in Saskatchewan being 7.4 and the rate for all Canada, 11.5.

#### MANITOBA'S FUTURE IN CANADA'S PROGRESS

Confidence in the future of Manitoba is from every point of view justified more than abundantly. No one who knows Canada can have any doubt of Canada's progress, and no one who knows Manitoba can fail to have faith in the future of this central province of the Dominion. The prosperity of Canada as a whole depends very largely on the development of the prosperity of the West; and Manitoba's resources are of a diversity which will prove increasingly serviceable in furthering Canada's development by uniting the more distinctive interests of West and East.



